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## Master baker with a divining-rod tracks down the Nibelungen treasure

Day after day master baker Alois Sohr, 55, stands at his ovens in the small town of Sulzbach in the Taunus region. Yet scarcely a weekend passes without Alois packing his bags and setting off on a journey.

In his baggage there are not only the usual razor, toothbrush and pyjamas, but also a strange object made of steel. For master baker Alois is one of the most successful amateur wielders of a divining-rod in the Federal Republic.

This spare-time hobby of Herr Sohr's has taken him to all parts of this country where, commissioned by drilling companies, builders and architects to detect underground springs and seams of lead.

Scientists may turn up their noses at the idea of divining-rods, but Mr Sohr's successes prove him right. His trusty rod

has helped him to locate underground springs and give accurate predictions of exactly where they are and how extensive.

This summer Alois Sohr plans to travel to Worms, armed with his divining-rod of course, to try to pinpoint the treasure of the Nibelungen.

According to the former burgomaster of Mainz and amateur historian Dr Hans Jacobi the Nibelung treasure is not a myth, but a genuine historical episode. Enormous quantities of gold are buried on the bed of the Rhine. Alois Sohr is hoping that his divining-rod will tell him exactly where.

The master baker's last notable success

in his endeavours to pinpoint underground water and metal was at Eschborn, near Frankfurt. Commissioned by the municipal authorities he sought out two springs that provide around 375 gallons of water per hour.

A few years ago Mr Sohr cleared up the mystery of the "bewitched farmyard" at Durbach-Ergerbach, near Offenbach. Cattle at the farm died mysteriously and even little children died for no accountable reason. Mr Sohr investigated and discovered a radioactive seam of lead.

Another scene of success for Alois Sohr was Menzenschwand in the Black Forest. This is the scene of the largest uranium deposit in the Federal Republic. While

blasting was being carried out on the local water supply dried up.

Not only did the man with the divining-rod discover the altered course of the spring, but he also found a deposit at the spot.

At the age of fourteen Mr Sohr discovered his first spring. His reward for discovery which he made on behalf of a butcher, was a string of Würst.

Mr Sohr has a simple explanation for his successes, but it is hardly likely to be accepted by science. He said: "My and right polarisation is unequal."

But that as it may, the master baker received a number of thank-you letters from grateful, water-seeking localities, builders and the like.

Even with regard to the treasure of the Nibelungen Alois Sohr is matter-of-fact, but filled with self-confidence. He said: "I have a fair degree of unshakable confidence."

The water-diviner from Sulzbach said: "If ever there was a treasure of the Nibelungen, master baker Sohr will find it." (Hannoversche Presse, 22 July 1970)

# The German Tribune

A WEEKLY REVIEW OF THE GERMAN PRESS

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Hamburg, 20 August 1970  
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## Bonn-Moscow treaty - historical landmark in East-West relations

Süddeutsche Zeitung

It is not going too far to say that the negotiation of a treaty between Bonn and Moscow on renunciation of the use of force and cooperation marks the beginning of a new chapter in the history of East-West relations.

The treaty is not, of course, an alliance and cannot be considered to be on a par with the 1954 treaties between Bonn and the West.

Even so, the Brandt government's attempt, 25 years after the end of the war, to come to terms with the East bears comparison in terms of historical significance with Konrad Adenauer's consistent policy towards the West in the 1950s.

For the first time in German history an attempt to come to terms with this country's neighbours to the East is being made in confidence and cooperation with the West.

The fateful concept of supporting the West against the East is to be relegated to history. Just as that of supporting the East against the West has been.

Mention of Taurigen and Rapallo, invariably made when the West suspects the country of flirting with Russia, has with every good reason not been made on this present occasion.

All three Western Allies have no doubt whatsoever that the Brandt government is

With past difficulties in mind the observer will by no means consider present agreement on ways and means to be a matter of course. He will appreciate the diplomatic endeavour that has led to the present state of affairs.

There is something else that is unusual in the present agreement with the East. For 200 years many Germans have been conscious of Eastern policy as a triangular relationship between two major powers and Poland.

Cooperation with Russia meant subjection or even division of Poland whereas a rift between the two major powers led to the temptation to ally Poland to the one and play it off against the other.

The basis of Willy Brandt's Eastern policy is not only securing the confidence of the West but also offering to come to an understanding with all Eastern Bloc countries, particularly Poland.

The target is not to isolate one country (be it Poland or the GDR) but seriously to restore relations to a normal footing - which is by no means the same as legitimating and sanctioning a most imperfect status quo.

The attempt to reconcile the many separate elements of this policy line is something of a tight-rope walk, or to use a Bismarckian figure of speech, a matter of keeping several balls in the air.

In negotiating the Moscow treaty Willy Brandt and Walter Scheel have demonstrated the extent to which they have the knack. Coming to terms with Moscow can be regarded as the cornerstone of policy towards the Eastern Bloc.

Objections from the ranks of the Christian Democrats to the effect that the Brandt government is neglecting Poland, indeed betraying it to Moscow and the Brezhnev doctrine, fall to bear in mind the fact that at one stage negotiations with Warsaw had progressed further than talks with the Kremlin.



The fishermen being fishermen

(Cartoon: E.M. Lang/Süddeutsche Zeitung)

And have not the Christian Democrats argued for years that it is better to talk to the organ-grinder rather than the monkey in order to make progress on the German and Berlin questions?

Bonn has now acted accordingly, at the same time not neglecting Poland in the realisation that you cannot have one without the other.

Brandt's Twenty Points made at Kassel, the offer to the GDR, also still stand. If the GDR government, unlike Moscow and Warsaw, continues to remain unwilling it will merely manoeuvre itself into isolation.

Once the treaty with Moscow is signed East Berlin will not even be able to convince another Eastern Bloc country that an allegedly revisionist Federal government in Bonn is the obstacle on the road to understanding.

If Herr Ulbricht continues as he is doing he may well end up the loser. He still has to prove that he does not owe his position purely and simply to the continuation of the Cold War and the closure of frontiers between the two halves of Germany.

The GDR is not mentioned in the

treaty with Moscow. Nowhere in the text is there the slightest mention of full diplomatic recognition of East Berlin.

Bonn's note on Germany unity, on the other hand, does contain exact justice to the basic principle of self-determination. Provided the note is accepted without demur by Moscow, which is to be expected, the principle would be better served than by Adenauer's 1955 letter to Soviet Premier Bulganin.

Konrad Adenauer emphasised this country's legal claim to the sole right to represent the German people. His letter was accepted by the Soviet government but its contents were expressly rejected.

Another word, Berlin, is also avoided in the text of the treaty. There is a legal reason for this. As the Four Powers are solely responsible for Berlin, as it is in Bonn's interest to stress, renunciation of force and the Berlin question must be dealt with separately.

Even so, the objective connection between the two is clear to all concerned. An express proviso incorporated into the text by Bonn in the course of drafting makes it clear that ratification will be dependent on substantial progress being made in the Four-Power talks on Berlin.

On this crucial point too Foreign Minister Scheel has adhered to the guidelines drawn up by the Cabinet.

"Without considerable progress towards stabilisation of the status of West Berlin," to use Chancellor Brandt's words, a comprehensive peace settlement cannot be reached.

In all scepticism no one will now be able to maintain that the agreement reached in Moscow represents formal West German approval of the terms of the 1945 Potsdam Agreement. The Moscow treaty is forward rather than backward looking.

Frontiers are to be inviolable, which to all intents and purposes they were in Adenauer's days, but they are not by any manner of means to be declared sacrosanct and inalienable.

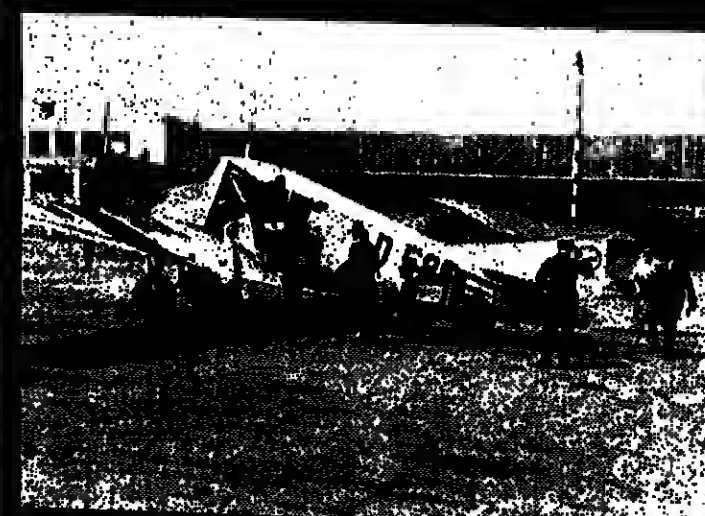
No obstacles have been placed in the way of the desire for peaceful joint supersession of frontiers.

What Foreign Minister Scheel wrote before leaving for Moscow has been borne out.

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## Lufthansa

### The international airline made in Germany.



Lufthansa has always been a modern airline.

In the golden twenties the most modern plane an airline could fly was the Junkers F 13. In fact, it was the world's first all-metal, low-wing plane built for passenger transport.

With unusual features like a closed passenger cabin and seat belts, Lufthansa operated a fleet of 55 Junkers F 13s.

In the thirties the Junkers Ju 52 was the most famous carrier. This strong and sturdy plane nicknamed "old aunt Ju" served most Lufthansa routes.

Today the great name is Boeing. And Lufthansa has an all-Boeing jet fleet. In fact, we were the first airline in the world to have the Boeing 727. The first in Europe to have the 727. And the second in the world to order the Boeing 747. In a couple of years the super-jets will be the most modern planes to fly with. We already have options.

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Playing fair in the common interest of safeguarding peace.

What is more, the Western Allies vicariously expected the Bonn government to take the international political requirements of the seventies into account and make an attempt to come to agreement with the East.

Who can forget the difficulties Konrad Adenauer encountered with the Western world, particularly America, in 1966 when he established diplomatic relations with Moscow on the strength of a Soviet undertaking to release tens of thousands of German prisoners of war?

## Few objections to mixed marriages

Only thirteen per cent of people in the Federal Republic are opposed to mixed marriages between people of different religious denominations, according to research carried out by *Infratest* this spring in the state of North Rhine-Westphalia.

Eighty-two per cent were quite content that religion was irrelevant when two people went to the altar. There were only slight divergences of opinion registered on this topic between Protestants and members of the Roman Church.

Eighty-four per cent of Protestants and eighty per cent of Catholics said they saw no objections to mixed marriages. But of those who were deeply religious and had strong ties with the Church 37 per cent said they were inclined to reject mixed marriages.

Ninety-three per cent of those questioned between the ages of twenty and 29, the most popular marrying ages, said they saw no grounds for conflict in interdenominational marriages.

(Süddeutsche Zeitung, 10 July 1970)

## For and against narcotics

Surveys have shown that about three people in every ten in this country are prepared to take hashish and 51 per cent would not hand over a hashish taker to the police.

Seventy-five per cent of people here find the spread of drug taking deplorable, fifteen per cent think it is of no great importance and seven per cent consider it totally irrelevant.

Those who find drug taking most unacceptable are the over-sixties (84 per cent), members of lower social strata (79 per cent) and those who attended Volkshochschule and received no advanced education (76 per cent).

One in eight of the under-twenties considers that drug taking should be legalised, but only one in a hundred of the over-sixties is of this opinion.

Fifty-seven per cent of people interviewed reckon stronger measures should be taken to counter drug taking. Thirty-four per cent consider drugs should be obtainable on prescription only. Four per cent say narcotics should be freely and readily available.

(WELT am SONNTAG, 19 July 1970)



## FOREIGN AFFAIRS

## A 24-point pilot agreement for nuclear controls has been drafted in Vienna



Frank satisfaction was registered by all concerned at the end of July on the conclusion of a pilot agreement on the international inspection system provided for in the non-proliferation treaty.

In 33 sessions a special committee of the International Atomic Energy Agency (IAEA) in Vienna on which all interested countries are represented drafted a 24-point outline that is to form the basis of the individual agreements non-nuclear powers are to conclude with the IAEA.

The nuclear non-proliferation treaty, which came into force on 5 March last, provides for an international system of inspection and controls in order to ensure that fissile material allegedly to be used for peaceful purposes cannot secretly be used for the manufacture of weapons of mass destruction.

The nuclear powers are the only signatories not under obligation to sign an undertaking to this effect.

Fears that Moscow and Washington might with the aid of the inspection clause bring about a nuclear Yalta of cosmic proportions, to use Franz Josef Strauss's phrase, have proved unfounded.

Far from laying themselves open to industrial espionage and emanation of their atoms for peace potential the have-nots won virtually all along the line

in Vienna. The two superpowers, leading participants noted, had been uncommonly obliging.

The pilot agreement takes into account the three main wishes of nuclear threshold powers and their industrial concerns: —

1. International inspection will be limited to the flow of fissile material in general and that of pure material suitable for military uses in particular.

2. No obstacles are to be placed in the way of exports of nuclear plant, equipment and heavy water; they are merely to be recorded.

3. The right to reject undesirable inspectors is now guaranteed in writing.

The thirteen typewritten pages of the draft provide for each signatory setting up an inspection system of its own that is to cooperate with IAEA's international system.

This ends the arguments as to whether Euratom is to be allowed to retain its own inspection system. It also puts other countries on the same footing as Euratom.

The IAEA's supervisory function is to aim for maximum cost-efficiency. As far as possible statistical methods are to be used and inspections, when absolutely essential, to be carried out at strategic points where the consumption of nuclear fuel can be measured without having to delve deeper into the workings of the plant.

The use of strategic points goes back to a proposal originally made by the Bonn Federal government.

A minimum of details about the plant

must evidently continue to be divulged to the inspectors but with the many safeguards incorporated into the Vienna pilot agreement the danger of industrial espionage has been reduced to virtually nil.

The draft also stipulates that inspection is not to interrupt the operation of a unit.

Nuclear have-nots are even guaranteed a right that does not automatically follow from the provisions of the non-proliferation treaty: that of military exploitation of atomic energy for non-explosive purposes, including, for instance, conventionally-armed nuclear warships and submarines.

In the past the Soviet Union has been particularly insistent that any such use of nuclear power is irreconcilable with the terms of the non-proliferation treaty.

The pilot agreement on the legal basis of the international inspection system now expressly distinguishes between prohibited (the manufacture of nuclear warheads) and permitted military applications.

For obvious reasons (no country is too keen on opening up its military installations) the latter category are even to be spared mandatory inspection. The IAEA is to make do with details of their consumption of fissile material.

One important question, finance, was not answered at Vienna. According to various estimates the projected supervision system, to which the United States and Great Britain are voluntarily to submit their own installations, will cost between forty and 120 million Marks a year in the eighties.

The industrial nations of the world propose to divide the cost in accordance with the criterion used in the budget of the IAEA, that is, on the basis of gross national product. The developed countries, on the other hand, want to be shared on the basis of a potential.

It is interesting to note that the which does not propose to a non-proliferation treaty, is not prepared to share the cost of international inspection.

At the beginning of September negotiations between individual signatories the IAEA are to commence on the basis of the pilot agreement. It is hoped that this agreement, considered satisfactory, will be without alteration as a model for a projected network of individual agreements.

At the same time a mass of details must be clarified before international inspection system is capable of functioning.

Pierre Simonet  
(Frankfurter Rundschau, 5 August 1970)

## Bonn-Moscow talks

Continued from page 1

out. Talks on renunciation of the force represented progress in the sense that they provided an opportunity of everything out into the open and eliminating hidden differences at once.

Even the full designation of the status quo that it is intended more than a new version of the non-aggression pact.

It could indeed form the basis for further steps and an improvement in status quo that would be in the interest of all concerned.

Hans Schaefer  
(Süddeutsche Zeitung, 8 August 1970)

China's prospects of gaining a foothold in East and South-East Asia are slender. This is a difficult business for non-Asians, as America has found to its cost. China is opposed to any advance and Japan will be too.

Even so, it is in our interest for warships to be able to pass through the Strait of Malacca without let or hindrance in order to lend strength to our influence in Asia and Soviet power in the Far East.

Lily May  
(Frankfurter Allgemeine Zeitung für Deutschland, 4 August 1970)

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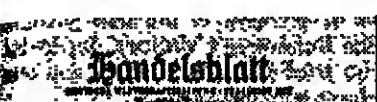
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## POLITICS

## CDU/CSU spring cleaning increases membership



Since the Christian Democrats and the Christian Social Union have been in opposition they have experienced a great increase in party membership.

The CDU/CSU claim around 5,000 new members per month now, whereas party membership was virtually stagnant while they were in power.

Certainly many of the new members left the parties shortly after joining, but CDU business affairs manager Rüdiger Göb, who was brought in to help reorganise the party set-up, reckons the net increase in membership per month is around the 3,000 level.

"And this in spite of the fact that we have not really done much campaigning for new recruits yet," Herr Göb said proudly.

The new business affairs manager considers that many people who were always sympathetic to the CDU believe that the party as an opposition party needs their support far more now than when it was in power.

The CDU/CSU has about one million members, of which 120,000 belong to the Bavarian Christian Social Union.

Despite recent successes in attracting new members Rüdiger Göb plans to go ahead with a campaign of recruitment. At the party headquarters in Nassestrasse in Bonn a special department in the public relations sector has been set up for this purpose.

Göb has already carried out some reforms at the head of the party machinery, that is to say in party headquarters. He hastens to add, however, that the party machinery was by no means bad in the past.

But when the party took its place on the opposition benches it became necessary to carry out many chores that had been neglected during twenty years in government. The CDU feels the need to meet the challenge of modern politics with a new dynamism and knows it must sweep away many of the old cobwebs.

One of the major tasks is to build up a good information network. Three new departments have sprung from the former public relations department: press, radio and television, information and public relations. There is also a completely new personnel planning department.

The general secretary and the party business affairs manager have a new department for operational planning at their disposal. This is designed to keep the party leadership informed of what is going on within and outside the party so that plans of action can be fed into the party machinery as quickly as possible. This department will also be responsible for tackling many problems off its own bat.

In the new organisational structure of the CDU this is called "problem-finding". One such problem which has cropped up already is: what will the CDU do when Walter Scheel returns from Moscow?

This reorganisation has made the party structure far more compact and the delegation of responsibilities is now much clearer. Göb admits that in the past a certain degree of muddle existed.

The initiated are well aware that the former business affairs manager Kraske did not leave well with Secretary General Bruno Heck.

There was a certain amount of friction between these two which culminated in Kraske resigning his post as party business affairs manager and returning to the benches.

Rüdiger Göb, a former ministerial ad-

viser to the Ministry of the Interior, sees the division of responsibilities between the business affairs manager and general secretary quite clearly.

Heck holds the political reins; he considers his position to be solely that of a representative and an organisational and staff head. Moreover his operational style is along new, more cooperative lines.

Every morning he receives a situation report from the heads of the seven departments at party headquarters, internal administration, personnel planning, organisation, policies, public relations work, information, press and television.

Within the individual departments discussion groups are formed. The old style one-man operated departments have been replaced by a system of working together.

Overall party reorganisation is at present just in the planning stage. The flow of information between local, provincial and central headquarters must be improved. For instance during the election campaign there was a lack of direction at campaign speeches.

At one meeting a speaker would very often contradict something that was being said by another speaker at another meeting at the same time.

Cooperation between the CDU and CSU shows room for improvement. But Rüdiger Göb says that his joint work with Parliamentary Party Business Affairs Manager Ranner is "quite satisfactory." But the system underlines a number of shortcomings. When the CDU/CSU were in power the major tasks to be carried out were in the parliamentary party and on its committees. But now the party as a whole requires more attention.

One sore point with the CDU is members' subscriptions. Whereas the SPD demands a certain percentage of income from its members, CDU party members are able to decide their contributions themselves.

As an aid they are given a table for subscriptions. In the past this led to a strange state of affairs where some CDU deputies were paying as little as two Marks! Now that the CDU is in Opposition a percentage-of-income system has been introduced for deputies.

(Handelsblatt, 31 July 1970)

## Sweeping changes in Federal boundaries impractical



From time to time politicians from all parties come up with surprising new ideas for reforming the Federal state system.

One suggestion is that Hesse, the Rhineland-Palatinate and the Saar should be amalgamated. Others put forward the idea of chopping the Palatinate in half and amalgamating it with Baden-Württemberg.

With every suggestion that is made someone with a vested interest comes forward with another scheme which suits his plans better. His scheme in turn is rejected by someone else who thinks he has an even better plan!

The one point on which virtually all politicians are agreed is that the boundaries within the Federal Republic should be redrawn. The question is, how?

There are numerous reasons for combining several states to form five or six larger, more self-contained, more competitive units. But most of these are purely theoretical. They aim at strengthening the federal system as opposed to expanding the Federation.

These proposals are unrealistic. Officials whose jobs are imperilled by such schemes would fight tooth and nail against them. There would be party political objections whenever a "favourable" constituency was reconstituted and the general reaction of the members of the public affected by such changes would be total disinterest.

Administrative reform and redrawn boundaries are necessary and desirable in many areas. But for many years it will be solely the will of commissions set up to study the problem that will show any interest in an overall reconstitution of the Federal Republic's internal borders.

(Frankfurter Allgemeine Zeitung für Deutschland, 4 August 1970)

## Moscow faces tough task filling Asian power vacuum

Chinese outlook. Indeed, he hopes that China will at some future date form part of the zone.

All Japanese comments agree that in the new age Japan will play a leading, if not the leading role in at least the Western Pacific.

From Peking's point of view the situation is exactly the opposite. With the same self-confidence and matter-of-factness China proclaims that the future will be Peking's.

It is pointless to argue who is right (or righter) since it follows from the vitality, capability and determination of the two that they, and no other Asian country, will between them decide the future of Asia.

Developments in South-East Asia and part of East Asia (Korea and Taiwan) cannot be forecast with any guarantee of accuracy. Both China and Japan are observing the course of events, assessing the independent force and will to independence of the countries in question and at the same time endeavouring to bring influence to bear.

China and Japan are not being over-hasty. They are manoeuvring on a long-term basis. It is not the Chinese and the Japanese who with American and European impatience advocate military pacts and such like regional agreements in South-East Asia.

China and Japan are not of the opinion that development aid can work wonders overnight. "After planting a sapling," a prominent Japanese notes, "you have to wait and see how it progresses."

In view of this dynamism of both these

is strong rivalry between China and Japan in the efforts undertaken. They may not want to step each other in the back but they do contest one another's spheres of influence.

South-East Asia and Korea and possibly Taiwan are at stake. In view of their revolutionary teachings the Chinese apply the lever to so-called shortcomings, whereas Japan has the industrial and technological superiority.

It is not inconceivable that the two countries will agree to divide and rule, China retaining influence over its mainland neighbours whereas Japan will head the island and peninsular world.

Bold speculation though it may be, a final possibility is that of peaceful co-existence or even a merger of the two Asian powers. A number of American politicians have recently concluded that this is not impossible.

Europe and Asia are linked to the extent that the claws of the Soviet bear extend both east and west. At present the Soviet Union is intent on gaining influence in Asia. It would like to fill the vacuum left behind after the expected American pull-out. At the same time Moscow would like to contain both China and Japan.

Advancing from Eastern Siberia on the one hand and the Mediterranean on the other, the Soviet Union is vitally interested in the reopening of the Suez canal with a wide canal zone under the control of the Egyptians, its henchman.

This is an important aspect of the conflict between Israelis and Arabs.

It can be assumed that the Soviet

## FDP split is continuation of liberal parties' historical fate

liberal split continued throughout the Weimar Republic years.

Efforts to unite the two factions failed. It was planned to put both groups under the heading *Deutsche Demokratische Partei*. But this proved impossible and the National Liberals founded the *Deutsche Volkspartei*. The schism continued.

This short glance back through the history of liberalism is necessary for a complete understanding of what has been happening lately within the Free Democratic Party (FDP), the modern-day liberals.

The FDP was founded in 1945 (but only started activities as a nation-wide party in 1948) as yet another attempt to unite the divided liberal ranks.

But the sheer persistence of the split meant that the FDP has had frequent troubles. The fifties were filled with long, arduous battles about "the German Programme" and the "Liberal Manifesto".

Once again the party was split in its attitude to a strong personality, this time Konrad Adenauer. In 1956 the group which approved of Adenauer split off and formed the short-lived *Freie Volkspartei* (FVP). This quickly joined ranks with the conservative *Deutsche Partei*. Together they were absorbed by the Christian Democrats (CDU).

With further minor differences of opinion, which kept coming to the fore, the

The remaining major group of the FDP was united in its attacks on Adenauer. The classic differences were thrust aside by means of a lasting "coalition" of the two factions represented by the provincial party groups in North Rhine-Westphalia and Baden-Württemberg.

But cracks are appearing in the party structure again, largely in North Rhine-Westphalia.

Walter Scheel has managed to keep the party unified on the election of Gustav Heinemann as President, he has brought them through a number of election débâcles and led them into a coalition with the Social Democrats.

But the split began to appear when new policies led to structural changes within the party. New party members came in and younger members of the party were pushed up the ladder of advancement. These younger minds opposed the old policies of the party and led to a noticeable change of direction.

The National Liberal group within the FDP, many of whose representatives have personal backgrounds which are not rooted in the *Deutsche Volkspartei* but in National Socialism, became the reception centre for FDP officials who had lost

their posts and members of the Bundestag who knew they had no chance of further advancement.

The FDP's problem would be easy to solve if the majorities in the Bundestag and regional assemblies were not so slim. Supporters of the National Liberal movement are no-hopers. Their only influence is that they have a few deputies in their ranks. These men can use their seats in the Bundestag to blackmail the rest of the party.

Up will now the party leadership has had no alternative but to put up with these renegades, so long as they do not jeopardise coalitions in the Bundestag and regional assemblies. Even the National Liberals are not basically against the coalition with the SPD.

But they overstepped the mark when they vented their wrath on their state Party Chairman Willy Weyer and SPD Prime Minister Heinz Kühn, both of North Rhine-Westphalia.

The FDP has shrunk too much in size to risk experimenting. The National Liberals' dream of forming their own party is totally impractical.

With Walter Scheel having completed his mission to Moscow successfully they cannot now argue on the lines of political failure. Nevertheless it is still a real threat that they will risk the future of their party rather than renounce their own personal vested interests.

Karl-Hermann Flach

(Frankfurter Rundschau, 6 August 1970)



## LAW ENFORCEMENT

## Improved working conditions to fight crime



The Cabinet has called on the Minister of Home Affairs to submit a plan to increase internal security by 1 October. Staff at the Ministry in Bonn and the Federal Criminal Investigation Bureau in Wiesbaden are thus having to work far into the night.

The most important measure is the increase of staff in the Criminal Investigation Bureau from 900 to 1,770. Two hundred new posts are provided for in the bureau's current budget.

The overall plan envisages posts for 130 civil servants and 186 employees in the computer department of the bureau. The increase in staff will have to be followed up with an extension of the Wiesbaden bureau.

At the same time the Bonn Security Group, the executive and investigational organ of the Attorney-General in matters concerning state security and also responsible for providing escorts for the top governmental heads, is bursting at the seams.

It is inevitable that this bureau will have to be rebuilt in the vicinity of the Ministry of Defence.

All plans for an efficient fight against crime are based on the principle of using all technical facilities available.

The picture transmission service has now been extended to cover the whole of the Federal Republic. Radio pictures of fingerprints for example can now be flashed from one police station to another.

At the Criminal Investigation Bureau there is a central file of fingerprints. With it help the identity of a criminal can be established within a few hours.

Computers have also been installed for

some time now at the Criminal Investigation Bureau. The computer is fed all known facts about a criminal but it will take a few years until all available features of their crimes are reduced to computer language.

Information on criminals can also be stored at the Criminal Investigation Bureau of the individual Federal states.

Members of the Criminal Investigation Bureau are currently working out a new system of classifying fingerprints in conjunction with police throughout the country and computer specialists.

Under this new "Dakas" system a print of each of the criminal's fingers will be found in the files. At present the central files at the Criminal Investigation Bureau contain fingerprints of two million offenders.

Shortage of staff has always hindered the large number of headquarters personnel working at the Bureau by Minister Hans Dietrich Genscher.

The Ministry of Home Affairs believes that staff today must have higher qualifications for the fight against crime. The careers of headquarters staff should therefore be subject to better conditions.

It is believed that able police officials should be members of the top ranks of the civil service. Applicants for a position here will therefore in future have to have secondary education.

The Bonn Security Group takes up a special position within the Criminal Investigation Bureau. Its staff is to be increased from 250 to 400.

More men are to be used in solving politically motivated crimes involving foreigners and in the jungle warfare of foreign secret services.

Even though the Ministry of Home Affairs does not underestimate the research into crime carried out by this country's Research Association, people there believe that greater use will be made of the archives of the Criminal Investigation Bureau than at present.

## Better treatment for conscientious objectors

be employed in professional fire brigades, in the Red Cross as drivers or orderlies or in the social work carried out by the railways. They could also be sent to people who were in particular need of help.

Hans Iven's new plan is based on the fact that the large majority of the replacement servicemen do excellent work for the common good.

But the image of the service is spoiled by the behaviour of young conscientious objectors with extreme political views or anarchist tendencies. This group makes up no more than five or six per cent of those in the service, Hans Iven claims.

Hans Iven also announced that he and the Defence Minister agreed that when there are enough posts available for the civilian service there need be no proceedings where conscientious objectors have to justify their views.

But they must be retained as long as there are only 5,000 posts available for the 15,000 conscientious objectors.

Another thing that must be retained is the investigational proceedings for soldiers who do not register as conscientious objectors until, after being called up. Otherwise their action could paralyse whole sections of the armed forces.

Information derived from this quarter could also benefit proposals made by the legislature.

The smuggling of drugs still causes the police a lot of trouble. They do not believe that there are large smuggling rings in the Federal Republic.

But they have found that many Turks working here bring hashish or opium with them. It is simply a question of who is going to examine all the cases, crates, sacks and boxes that are carried from the Istanbul train when it arrives in Munich.

It has often been found that hashish or opium is concealed in a salami or in a jar of Turkish honey.

The only possibility of stopping this small-scale smuggling is economic aid for the countries concerned. Farmers there would be paid for growing corn or fruit in place of poppies.

What is termed a common front of countries consuming hashish and opium could perhaps achieve more than the work done by police officials.

The Commission for the Reform of the Work of the Criminal Investigation Bureau, nicknamed the Double-Kopf Commission because State Secretary Hartkopf is its chairman and the Bureau's President Dickopf its deputy, is reported to have come up with findings that will supplement proposals by the Home Affairs Ministry to increase internal security.

(Frankfurter Allgemeine Zeitung für Deutschland, 4 August 1970)

## Divorce law reform and the woman's

If the Bundestag approves in principle the bill for divorce law reform the position of a woman within both family and society could radically change.

Experts at the Ministry of Justice admit this although they frequently point in the bill's provisional nature.

The Ministries of Labour and Family Affairs, the main Ministries that will have to come to terms with the social changes caused by the reform plan, are keeping silent.

They do not consider it possible to take a stand on the issue until the Ministry of Justice under Gerhard Jahn has given its reasons for the bill.

Both Ministries have however set up

working groups to investigate the consequences for both family and society proposed maintenance law is being particularly prominent.

The main point is that both parties will maintain themselves after a divorce. This means that the labour market must offer more posts for women.

As they have no children to keep them out of the labour market.

Lahur exchanges would have to pay more attention than they have done up to now to training and retraining women who wish to start work again.

The Ministry of Justice confirmed the fact that the new divorce and maintenance law, if put into practice, will have the long-term effect of giving equal importance to profession and family in the life of a woman.

Women would then see themselves justified in claiming full equality in education, in the pay structure and in the system of social security.

Working women whose social security is paid for by success in their profession will become in the coming years the normal type of woman.

The Ministry of Justice says that the time when laws were based on men and women staying at home is drawing to a close.

At the same time the equality of men and women should be emphasized. The couple's economic success is dependent on both sources.

If a marriage fails, women should therefore be compensated for any loss in its exciting picturesque language and its wealth of detail that is so masterfully presented that it is in no way confused by the reader but places him in the role of an eye-witness who gets everything, knows everything and sees everything.

Politicians dealing with social issues are very sceptical about the prospect of an eye-witness who gets everything, knows everything and sees everything.

They fear an increase of mental problems that then have to be solved by social security.

On the other hand it is not yet possible to consider financially practical to introduce women's pensions that also cover the periods when married women were unable to go out to work.

(Münchner Merkur, 30 July 1970)

## Bundestag to revise Visitors' Service

School classes, youth groups, officers in the armed forces and elderly living in old people's homes be able to visit the Bundestag for charge in future.

This is planned in the new guidelines for the Bundestag's Visitors' Service which will be tried out this autumn and into force next January.

The Bundestag spokesman, Hans-Joachim Lohmann, said that visitors who are invited to a snack at the Bundestag will be charged with three Marks.

Under the new guidelines the Bundestag will pay a third of travelling expenses between the Bundestag and the visitor's home.

It will pay all but ten Marks of the cost of a train journey.

In 1969 some 110,000 people visited the Bundestag. So far this year 40,000 people have visited it.

The money put aside for the Bundestag's Visitors' Service will be doubled to 2.5 million Marks.

Every member of the Bundestag will be able to invite 35 to forty people to the Bundestag constituency to Bonn every year.

(Kölner Stadt-Anzeiger, 29 July 1970)

## VIEWPOINT

## Bismarck's idea of German unity

## CHANCELLOR'S DISTASTE FOR TERRITORIAL ANNEXATION

and iron had won was quickly lost again in two terrible world-wide conflagrations.

Today we are forced to dream once again of national unity. Everybody from Gutenberg to Willy Brandt does. A new Bismarck would certainly instil surging enthusiasm into the hearts of Germans.

Lenbach has painted Bismarck as dignified, serious and powerful. But what was he really like? Was he a fighter, a bully, a soldier?

He was a nervous, sensitive, refined politician, a tactician with far more cunning than the late Konrad Adenauer, a classical civilian disguised in the garb of his age, the greatest exponent of Realpolitik that Germany has ever had.

Why? Between 1860 and 1870 German unity was a legitimate aim. Abroad too it was considered justified. That was Bismarck's basis.

He was always aware that France could never acknowledge this aim. If he wanted to achieve it however he had to isolate France. His success was perfect.

He bought Russia's friendship with his brutal disregard of Poland. His considerate treatment of Austria after the Prussian victory of 1866 won her over to his side.

As he had also assured himself of England's neutrality, he had made sure that any war would be fought on only one front.

It is often forgotten that in 1870 and 1871 Bismarck fought to the point of physical collapse against the elation of victory felt by his generals, his king and the whole of the population.

He did not want Alsace and Lorraine as

he feared the hate this would breed. But he lost on this point.

The generals even wanted to pocket Belfort. Instead Bismarck offered them a victory parade through Paris and Belfort remained French.

The Iron Chancellor used all the means at his disposal - fits of crying, physical collapse and threats to resign - to stop the King of Prussia from annexing territory.

He lost. He lost to the spirit of idealism, misjudgement of the environment and megalomania that was later to wipe out the Empire he created.

Bismarck did indeed forge the Empire with blood and iron but it was this congenital defect that killed it in 1945.

We who mourn our lost unity would do well to ask the great realist Bismarck what should be done in our situation. He would tell us that Europe had grown too small for national states with unlimited sovereignty.

He would point to Adenauer, the European Economic Community, the North Atlantic Treaty Organisation, the Warsaw Pact and the Brezhnev Doctrine. Bismarck would recognise that the major powers of the world, Russia and America, have as little desire to see a reunified Germany as most other states.

## Book Review

## The Franco-Prussian War

Ernst Deuerlein's contribution is an analysis of the confrontation between the nation state and nationally determined civilisation.

Following Elisabeth Fehrenbach's examination of the foundation of the Empire as treated by historians come articles on the assimilated or lately integrated minorities such as the Poles and Danes (by Oswald Hauser) and the Roman Catholics (by Rudolf Lidl).

Lothar Gall deals with the problem of Alsace and Lorraine. He makes it clear that Bismarck did not want to annex these territories but had to yield to the pressure of public opinion and military demands for a buffer zone on the left bank of the Rhine.

Jean-Baptiste Duroselle also shows how heavily the annexation weighed upon the new Empire in his contribution entitled *The European States and the Formation of the Empire*.

Theodor Schieder's essay on the German Reich in its international and universal relations from 1871 to 1945 closes this extremely informative volume.

He once again points out that there were no real obstacles in the way of founding an Empire in spite of all the suspicions and fears of Germany's neighbours.

He adds that nobody seriously considered dissolving the national state of 1871 and reversing historical development until Bismarck's German Empire had become Hitler's Greater German Reich with its totalitarian structure at home and imperialist, expansionist aims in foreign policy.

While the main emphasis in the volume of articles edited by Schieder and Deuerlein is placed on the political aspects of the creation of the Empire the central topic of *Decision 1870* is, as its subtitle suggests, the Franco-Prussian War.

The contributions of military experts are readable and even the layman will be able to understand them. The description of the War from the French standpoint by Colonel Fernand Thiebaut Schneider will be of particular interest for German readers.

Unfortunately he says little about the military aspects of the proclamation of the Paris

Commune. This is dealt with at length in Joachim Hoffmann's contribution entitled *The Civil War in France from the Viewpoint of Karl Marx and Friedrich Engels*.

Ernst Sunthamer's article on the administration, consequences and effects of war reparations, Rudolf Buchner's on the war's influence on the European balance of power and Julien Freund's reassessment of the war all contain interesting new information.

It is not meant derogatorily when the fourth book reviewed here is described as a good work to supplement the other three. This volume of eye-witness reports - also edited by Ernst Deuerlein - is a work in its own right, especially as Deuerlein's twenty-page introduction presents an instructive survey of the political and military events in spite of its shortness. This followed by twelve sections, classified according to subject, with an overwhelming wealth of quotations from private and official documents. *Hermann Simon*

(Das Parlament, 12 July 1970)

Anno 70/71 - A War, a Reich, a Kaiser. By Franz Herre. Published by Klippenhauer & Witsch of Cologne. 318 pages. Price 28 Marks.

Formation of the Empire 1870/71 - Facts, Controversies, Interpretations. Edited by Theodor Schieder and Ernst Deuerlein. Published by Schneider of Stuttgart. 480 pages. Price 38 Marks.

Decision 1870 - the Franco-Prussian War. Edited by Wolfgang von Groote and Ursula von Groote at the Research Bureau for Military History. Published by the Deutsche Verlagsanstalt of Stuttgart. 403 pages. Price 24 Marks.

The Foundation of the German Empire in 1870 and 1871 according to eye-witness reports. Edited and introduced by Ernst Deuerlein. Published by Karl Rauch of Düsseldorf. 423 pages. Price 24.80 Marks.



## THE ARTS

## Street art experiment will give Hanover a bright new look



In the eyes of strangers Hanover is a neat, modern city that can claim to have a lot of industry, a trade fair of international class, good shopping facilities, an airport and an underground railway construction bureau.

But an image study has revealed that the city, the capital of Lower Saxony, has the bad reputation among strangers of being over-respectable and thus boring and unfriendly.

Even its 517,000 inhabitants find it hard not to believe that these views are accurate.

Recently there have been some brave attempts to change this image and create a more lively and more attractive city centre.

The construction sites for the city's underground railway are becoming artists' playgrounds. A deep bunker has become a centre of pop art.

A flea market has been set up along the banks of the River Leine. Restaurant owners in the old part of the city are turning pavements into lively cafés.

Two trams have been given a psychedelic coat of paint and Oberstadtdirektor Neuffer has announced that he would like to do more to make the city exciting in a new way.

Herr Neuffer would like to change the whole of Hanover into one big colourful work of art. Taxis would be red instead of black. Trams would be different colours depending on their route.

Bridges and walls along main roads would be gaily decorated. Art and artists would be seen on every street.

His plans have found support among other top men on the city council. A million Marka has been allocated from the

city's coffers for the Hanover Street Art Experiment as it is called.

Townfolk and visitors will be confronted with art in such a way as has never happened before. For the next three years from 1 September to 31 August 1973 an attempt will be made to change and increase the spirits of the onlooker by incorporating works of art and artistic happenings into the city's streets, as de la Motte, the Director of Hanover Art Society, said.

Events open on 28 and 29 August with an Old Town Festival with Pop and Pop. That weekend the area between the banks of the Leine, the busy Kannarschstrasse, Heinrich-Wilhelm-Kopf-Platz outside the Provincial Assembly and the idyllic Golden Corner will be turned into a stage for mass happenings.

Curious sightseers had better leave their cars at home as they will have to reckon with hundreds of thousands of other people who are equally curious.

## Theatre and opera ambassadors tour the world

The Goethe Institute, which protects and furthers the interests of German language and culture abroad will be sending a theatre group out once again from the beginning of August until the end of the year.

The group chosen is, for the fourth time, Munich's *Die Brücke*. They will perform Heinrich von Kleist's *Amphitryon*, and Brecht's *Kleinbürgerhochzeit* as well as Tankred Dorst's *Kurve* and readings from works by Toller and a number of avant-gardists from German-speaking theatre groups in North and South America.

Performances will be given by the seven-strong group in fourteen countries. The cost of this venture is estimated at around 400,000 Marks.

It is expected that locals will join in performances at many of the places visited, but only the sixteen-day stay on New York's Broadway at Gertrude von Gontard's German-speaking theatre *Inc* will be supported financially by the hosts.

Coinciding with the visit of these theatrical ambassadors will be the performances of Carl Orff's *Die Kluge* by the *Deutsche Gastspiele* company from Berlin in South America, and many places have organised small-scale German festival. They include Rio de Janeiro, Buenos Aires, Lima and Caracas.

(DIE WELT, 29 July 1970)

## Famous choreographers teach at Cologne's Summer Academy

they could be worse. As if to prove this, the *Ballet Théâtre Contemporain* made its first appearance in this country during the Dance Forum.

This is a medium-sized company of some thirty dancers that has been attached to the Maison de la Culture in Amiens, France, since 1968.

As a Centre Chorégraphique National this company, under Françoise Adiet, enjoys the support of the French Ministry of Culture.

This recently-born company has been on many foreign tours and has also had its first season in Paris at the Théâtre de la Ville.

It has splendid public relations at its disposal and there is no lack of either publicity or skilled staff.

On paper the company's repertoire looks very impressive - but unfortunately only on paper and not on stage.

The trouble they take with Xenakis, Boulez, Webern, Berio or Arthurs Shepp are of little use. Turning to Sonia

Delaunay or Gustave Singier to get a decor fit for a museum is of no help. And when the staidest thing about this ballet is the actual dancing there can be little hope for the future.

After the immature French works the ballets of the young choreographers in this country seem like masterpieces, even though they are far from it.

In their ballet *Lewis C.* Dietrich Rank and Jochen Ulrich have invented an interesting story that attempts to portray in dance Lewis Carroll's strange relations with the tiny girls who read *Alice in Wonderland*.

Gerhard Bohner approaches Messiaen's grandiose *Quartette on the End of Time* with an initial strictness that then unfortunately gives way to growing melancholy. He tries to capture the work's essence in purely choreographic terms, a worthy aim.

They all try to explore new paths with the scanty choreographic means at their disposal and are supported in their efforts by their colleagues.

But, it must be admitted, this country's great, original choreographic talent is not to be found at present at the Dance Forum of Cologne's Summer Academy.

Klaus Götzel  
(DIE WELT, 30 July 1970)

## 'Kleine Komödie' appears in new setting

Munich's legendary boulevard theatre, the *Kleine Komödie*, has changed. Ischil Sturm, its new director, has carried out the plans for a new stage conceived by the late Gerhard Hauptmann. There are now 150 extra seats, a stylish foyer. The stage has been moved to a different angle. But there is, in the same intimate atmosphere.

The new theatre, painted brown, gold and resplendent in a meandering nouveau decor, has now finally opened itself - just as it is already closed among a certain section of the public.

But this opening premiere also shows the drawbacks of the establishment. The old actors of yesterday glibly brush off a matter of routine.

The play *Plaza Suite* was not by Simon, the playwright, connected with New York's famous luxury hotel, but a treatment of the subject of marriage.

Dialogue is snappy and the scenes constructed well and are packed enough to satisfy a certain intellectual demand yet funny enough to be satisfying.

All large cities in the United States staged *Plaza Suite*. There it is a comedy with star actors in the lead.

A comic *dame de salon* and a *bon vivant* have the chance of pulling off the steps in the three versions of the same theme.

But producer von Amboss can't supply tired gags and the producer's Luise Ullrich and Willi Quadflieg forced to come out with clichés.

The producer was unable to enter the American atmosphere nor could he, the actors vary their roles. The only on stage that changed during the hours were wigs and costumes.

Luise Ullrich gave all that she had, her disposal. She clowning a little, showed heart a little. She also showed Viennese charm, self-irony and a bit of conversational lunge.

Will Quadflieg seemed rather hesitant in the world of wild telephones and five cotillines. He lacked his own humour and self-assurance. He went through his part as a matter of routine.

A little more enthusiasm from the producer and the main characters in the routine scenes could have saved the performance.

It was obvious that the two performers had no contact with each other and this made their acting go.

They were not on the same wavelength in the first scene where a spoilt day exposes the fragility of marriage. In the second where a pseudo-scientist tries all sorts of dirty tricks to enter allegedly happily married couples into his bed.

Anne-Rose Kell  
(Lübecker Nachrichten, 29 July 1970)

Despite 1970 fiasco Berlinale to continue

Berlin film festival is to be held again in the future in "suitable form", according to representatives of the central government and the city of Berlin, who discussed the matter in the headquarters of the controlling board, *Berliner Festspiele GmbH*.

Professor Werner Stein, Berlin senator for education and science, said that Bonn and Berlin were agreed last after the dilemma in which this year's *Berlinale* ended the festival idea must be perpetuated.

A search is on for new forms for the festival and the advice of the controlling board has been sought.

(Süddeutsche Zeitung, 30 July 1970)

Theatre computer

Computers may well be seen in the theatre soon. This country's Association in Cologne is at present negotiating with computer firms to use how practical computers would be in the theatres.

One of its functions would be to organise work involving subscription and other groups who regularly visit the theatre.

## OPERA

## New-look Wagner at Bayreuth

Richard Wagner's tetralogy *The Ring of the Nibelungen* stands alongside *Die Walküre* as a kind of *Piece de Résistance* for the Bayreuth Festival, which began in 1876 with a performance of the *Ring*.

The festival was held for the first time after the war in 1951 and performances were given not only of the most radical of Wieland Wagner's productions, *Parzifal*, with its dark abstraction, but also an interpretation of the *Ring*.

The watchword of this day was "clear away the debris from the Bayreuth stage". No longer were there to be papier-mâché cliffs, fur jackets, beards, spears and horned helmets cluttering up Wagner's musical work and burdening it with a Germanic fetishism.

Wieland Wagner's 1965 *Ring der Nibelungen*, his second, was to be his last for Bayreuth. With the arrival of Karl Böhm as conductor Bayreuth entered a new phase of austere musical interpretation.

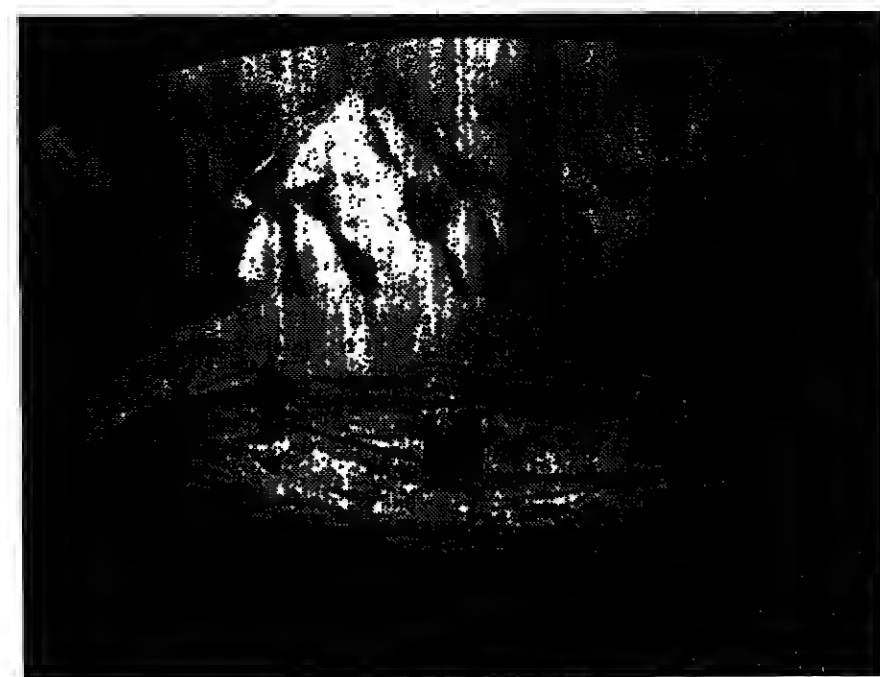
Now Wolfgang Wagner has done away with this in many ways model interpretation and replaced it with his own new concept. It is to a certain extent reminiscent of his first production of the *Ring* at Bayreuth back in 1960.

The first night of the four-part opera, *Das Rheingold*, showed a distinct tendency towards brightness and, in addition to this, towards gaiety in stage settings and costume. The final scene with the vision was almost like a slight sly look in the direction of the pop world.

The long costumes of Woden and Fricka with their rainbow hues, Loge's lilac, the glittering material of Woden's helmet and spear and Thor's gigantic hammer all add to this impression, seemingly aiming at fairy-tale reality, which is scarcely resolved by Wolfgang Wagner's directing.

This runs only to static and motionless arrangements. Having seen *Rheingold* one waits impatiently for the other three operas to see Wolfgang Wagner's concept of them and how he puts it into practice.

Wieland Wagner's productions of the *Ring* were conducted by Othmar Suitner and in the past two years Lorin Maazel following Karl Böhm's period as conductor. Maazel was supposed to conduct the new production, but fell ill. Horst Stein was billed to conduct the *Meister*



Wieland Wagner's production of 'Rheingold'

(Photo: Siegfried Löffelwasser)

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## Highlights and low spots at Munich Opera Festival

was an unexpected disappointment when Mozart's *Die Entführung aus dem Serail* had its first night.

*Die Zauberflöte* was dogged by problems with costume and casting although the cast included such names as Edith Mathis, Hermann Prey, Franz Crass and Dietrich Fischer-Dieskau.

Even the conductor, Hans Schmidt-Isserstedt, cannot be absolved of blame. He was too hard and powerful and his conducting lacked lightness and delicacy and that bubbling lilt that this opera requires.

Operetta need not necessarily be taken too leisurely, but a comedy of character must not be conducted with mittens. Nor must the singers sound as though they have swallowed a trumpet!

Rita Shane belted out the coloratura parts of Konstanze with the bravura of Bellini, losing all the vocal and visual essence of Mozart.

Her mouth which is able to articulate with technical brilliance sang all the notes, low and high, but especially the loud notes, mercilessly. None of the charm or lyricism of the role came across. Members of the audience must have been longing for Anneliese Rothenberger.

Consolation came from Günther Rennert's direction against Wilhelm Reinhold's stage décor which was extremely realistic. Rennert did not engage in any experimenting and set about making sure his delineation of character was accurate and the action of the opera was well handled.

Rudolf Hartmann's latest production of *Capriccio* by Richard Strauss

(Photo: Felicitas Timpe)

Rudolf Hartmann's latest production of *Capriccio* by Richard Strauss

(Photo: Felicitas Timpe)

## Bayreuth trust fund set up

Bayreuth's *Festspielhaus*, where the famous music festival is held, and the Walmfried Haus with the festival archives are to be put under the joint trusteeship of the central government and the Bavarian provincial assembly.

At a press conference called by Wolfgang Wagner, Bayreuth's chief burgomaster Herr Wild stated that the trust would be subordinate to the Bayreuth Festival, which would remain the province of the Wagner family.

Only if the descendants of the famous opera composer Richard Wagner were no longer able to organise the festival should the trust take over.

(Süddeutsche Zeitung, 28 July 1970)

## Mannheim Film Week goes on South American tour

The Goethe Institute has invited the Mannheim International Film Week to go on a foreign tour and show a selection of the films that were awarded prizes.

Hanns Maier, the Film Week's organisational director, and Klaus Hofmann, its press adviser, will show eight films in various Latin American cities between 9 August and 4 September.

They will also give lectures on the development and trends of documentary films and on their experiences at Mannheim of the use of documentary material in film work by the young.

(DIE WELT, 28 July 1970)

Rudolf Hartmann was directing *Capriccio* for the fourth time and he was well aware of what he was doing. He understood more than ever before the special qualities of the score. He put over the sense of the transition period from Rococo to Enlightenment very clearly.

A more sensitive production of the opera is scarcely imaginable and it is just as difficult to imagine any other cast being so convincing.

Claire Watson was the Countess, Klith Engen the theatre manager and Donald Groba and Barry McDaniel the two contracting parties.

The conflict between lyrics and music striving for precedence took on an almost dramatic vehemence, with amusing counterpoint provided by the theatrical crowd.

Ferdinand Leitner reliably and aptly brought out all the subtlety and finesse of the score.

(CHRIST UND WELT, 31 July 1970)





## EDUCATION

## Parents often form an inhibiting factor in their children's education

### DER TAGESSPIEGEL

I had had enough of school — I did not like school any more — My teacher said that I should go on to intermediate school but I didn't want to — I never worked particularly hard — I could have gone to high school but thirteen years were simply too long for me — Doing homework every day was tedious.

These or the concise "I was lazy" are the admissions made by several teenagers after leaving school and being disappointed by prospects in their job. "Of course it was stupid of me," they all then add.

All these statements are taken from a report on research into the much-vaunted "unused reserves of talent." The work was done at Hamburg University and supported financially by the Fritz Thyssen Foundation.

Researchers carried out their investigations in a trades college, studying a cross-section of the best of the 4,000 pupils.

In classifying the inhibiting factors Ellen Schulz, who carried out the survey under the direction of Professor H. Wenke, found between thirty and forty reasons why the development of talent had been impeded.

She divides them into four groups. To the personal reasons such as laziness, sickness, lack of self-confidence and dissipation of interests she adds family and

environment, school career (premature enrolment, large classes, changing schools once or more frequently) and profession.

This last group also includes young people who commit themselves to a fixed career far too early, those who have the wrong ideas about a profession or those who encounter an unfavourable training situation in their firm.

All these circumstances are dependent on each other and only in rare cases can inhibition of talent be traced back to a single factor.

The most irritating inhibiting factor is the family, the disinterest of many parents in seeing that their children continue at school, unfavourable or disturbed domestic conditions, a lack of mental stimulus in the parental home, low income or a large number of children.

"I would like to have taken my school-leaving certificate and gone on to study medicine," one teenager said, "but I had no choice, the business needed a successor."

Ellen Schulz states that a vast majority of the apprentices and trainees she interviewed had been allowed to make up their own minds — and that at an age when they were unable to see the full consequences of their action.

This unfettered freedom of choice granted to ten to twelve-year-olds was based less on a basic educational principle than the general indifference of parents about their children's education.

Many of the young trainees said that an elementary school education was looked

upon as sufficient in their circles as few friends or relations had gone any higher.

The secondary modern school is often a compromise solution. But even this is, with hindsight, not always satisfactory. A young man from a small provincial town said that he had done so well in the written part of the entrance examinations that he was not required to attend the orals.

He now had the choice of going to a high school or an intermediate school. As he had no opinions on the matter his parents decided for him.

They preferred the intermediate school as they believed that their son would not feel right surrounded by the children of affluent businessmen and intellectuals. The father said that he did not think that high schools were for their sort. The parents were also afraid of not being able to bear the financial burden.

In the intermediate school Ralf was always in the top third and was one of the best in science and mathematics. Today he is sorry that he did not go to a school where he would have studied chemistry or physics.

This example illustrates the point made by Ellen Schulz in her study *Unused Reserves of Talent*, published by Julius Beltz of Weinheim.

In it she writes, "Only when they become older are talented youngsters able to oppose the family's anti-educational influences and develop a strong desire for education."

Many of them then attend time-consuming evening classes and attain the standard required for the school-leaving certificate. But most of them have missed the bus.

It would have been better if they had received the correct sort of support at the end of their elementary school years when they were far more likely to meet with success in high school.

After leaving school and taking up vocational training they seem to be so consolidated in their position and so happy with it that no more can be expected from them than the desire for further education within the narrower framework of their profession.

This, on the whole, far larger group is the actual reserve of talent that remains untapped under the given conditions.

What should be done? More information should be given to schoolchildren, their desire for education and work must be strengthened, advice must be given tailor-made to the individual, prejudices must be overcome, financial support increased and demands for a simpler educational system, all-day schools and expansion of pre-school education must be met.

Ellen Schulz concludes by saying that it would be utopian to believe that existing inhibitions could be overcome by appropriate measures, thus leading to complete exploitation of the reserves of talent.

Gerhard Weiss  
(DER TAGESSPIEGEL, 26 July 1970)

## Advisory boards on school reports help parents and children

Advisory boards were recently set up by the city of Frankfurt to rid pupils and their parents of the fear of bad grades when school reports were issued. One hundred and eighteen fathers and mothers and 24 pupils took advantage of this service.

A spokesman for the city's information service said that these advisory boards

helped pupils and parents to look at reports and grades more objectively. This would also lead to a decrease in bad feeling between parents and children during the period when reports were given out, he added.

Similar boards are planned in other cities. When reports are given out and announced.

## Schoolgirl report reveals that virgins are a dying breed

What parents do not think is spelt out across the door.

What parents should know for what the reader would like to see.

The "Sex Records" of the "Schoolgirl Report" by Günther Hunold, an author and nationalistic, worked on his sex report.

Thirty-six girls aged fourteen to from schools in Munich and

thing between five and eight boys him and were willing to answer

than 157 questions.

Questions on background, school history that is included in the twelve inquiries into sexual experiences.

The result of the 36 interviews in three thick files. That sounds impressive.

Günther Hunold: Schoolgirl Report Records. 272 pages. Published by Kindler of Munich, price 20 Marks.

high school where he would have chemistry or physics.

picture of the private lives of young a city.

Günther Hunold realises this his word states, "Schoolgirl Report" describes the behaviour of individual girls but not describe the behaviour of the mass of schoolgirls.

Hunold narrowed down the results work even more and only a third of interviews are published. He says that has omitted those reports that are important, uneventful, cutaneous or

The first two interviews cannot be accused of being uneventful and described uneventful and the reader sees the intention of the selection.

Both cases are certainly rare cases. Fourteen-year-old Barbara's relationship with her stepfather at the age of eight. "We both got what we wanted," she says.

Fifteen-year-old Michelle, a girl who is spoiled by her environment, had a virginity when ten years old. "During period I had some thirty to forty foret partners," she claims. She had three abortions. "My friends pool all have together, insofar as they might the father," she says.

After these interviews the author seems almost boring and the reader assumes that the 24 fruitless talks were by Hunold are quite average biographies that neither arouse feelings nor indignation.

But reading these schoolgirl confessions is quite informative. Almost all the interviewed had sexual experiences.

Continued on page 9

## Tübingen professor solves riddle of Inca writings

Three years ago Thomas Barthel, a 47-year-old Professor of Ethnology at Tübingen University, claimed in an essay

that the Inca civilisation had no written language.

In the meantime he has had to revise his opinion. The Incas did have a form of written language based on ideograms.

After painstaking work Professor Barthel has been able to decode the first of three to four hundred Inca ideograms. He has already made twenty of more of them accurately readable.

The Professor has now left Tübingen with the Federal Republic delegation to the 39th Americanists Congress in Lima, Peru, where his luggage contains an important present for his Peruvian hosts.

It is an important part of their cultural interests that is included in the twelve handwritten sides of the notes for his

It was Victoria de la Jara, the member of an old noble Peruvian family, who gave the stimulus for their recognition.

Her idealistic longing to discover the written language of the Incas led her to make a collection of this supposed ornamentation.

She brought together pictures and drawings of tocapus on keros, or priests' drinking vessels, on garments or on the old ornamental walls.

She sent the puzzling results of her enthusiastic work by registered letter to Tübingen and Professor Barthel.

In deciphering the signs he was aided by the fact that there are several eyewitness reports of the Inca Empire at the time it was conquered by Pizarro and the Spaniards in 1530.

There are even dictionaries of Quechua, the Inca language, that were drawn up by early missionaries who had intended converting the heathen Incas.

When the Indians learnt to write during the colonial era they already had their own word for it — "quillca". But the Conquistadores did not recognise their written language.

After 400 years Professor Barthel discovered that the Incas retained their written language for over 200 years, and with it their knowledge of their own history and their belief in traditional gods.

On the tabloid pictures of Inca princesses married to Spaniards can be seen precisely copied tocapus which were considered to be ornaments on the ceremonial robes. These tocapus extol heathen deities.

When the colour of paintings in Christian churches begins to crack tocapus are revealed. These were incorporated into

the picture by Indian painters who subjected the new Christian motifs to praise for their heathen deities!

The Inca civilisation survived a long time in remote villages, especially in the uplands. There are many references to a war lasting about forty years between Inca partisans and the Spanish invaders.

The Incas hoped for the recurrence of one of their triumphs in a South American war before the Spanish invasion. This time it would be the Spaniards who were beaten and driven out. This is a frequent subject of Inca underground literature during the Spanish colonial era.

Inca writing was not immediately understandable to the whole of the population as it was only a partial form of communication similar to shorthand. Very few people mastered it. The lines of Inca writings run vertically up and down.

From the number of signs — three to four hundred — it could be seen that this form of writing is based on ideograms like Egyptian hieroglyphics. For a script based on syllables seventy to eighty symbols would have sufficed and an alphabet would only have needed some twenty to thirty.

Decoding began on certain texts that ran parallel to biblical passages, especially religious rites. Other starting points were the names of known gods, historical personages and towns such as the capital, Cuzco.

The epithets "Kon Tiki" for the Inca god Virá Cocha that became world famous in 1946 as the name of Thor Heyerdahl's raft gave the key to Inca writings.

Four symbols in a frequently repeated sequence — flames, earth, a symbol and the waves of the sea — stand for the supreme god — Kon tici virá cocha.

Astronomy, astrology, ideology

Contrary to European writing, Inca writing had several dimensions. Apart from the basic information, the ideograms expressed by their number and arrangement astronomical, astrological and ideological information.

The reader could find out about the moon and the solar year, the calendar year, prophecies as well as the cosmogram of the Inca priests and their ideology — all through the geometry of the ideograms.

Professor Barthel says that the deciphered symbols now enable us to read even the early writings of the Inca people. Inca writing corresponded to the Inca people's cultural level and was of an equal standard to Aztec writing.

Professor Barthel believes that his discovery will cause a wave of national enthusiasm and rid the Peruvians of their secret inferiority complex concerning Mexicans.

Ekkehard Melk  
(Hannoversche Allgemeine, 29 July 1970)

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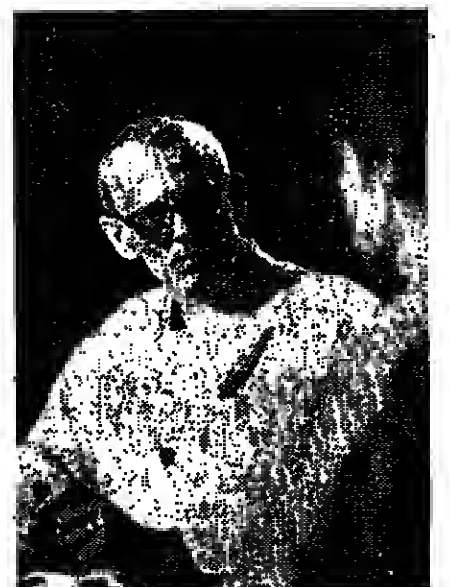
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Ekkehard Melk  
(Hannoversche Allgemeine, 29 July 1970)



(Photo: IF/Knievel)

## Professor Hans Giese dies in France

Professor Hans Giese, who recently died following a mysterious accident at his holiday home in the south of France, was a scientist who helped to overcome prejudice in the sexual sphere.

He was born on 26 June 1920 in Frankfurt on Main, the son of Dr Friedrich Giese, Professor of Law at Frankfurt University.

After leaving school he studied in Frankfurt, Marburg, Jena, Freiburg and Hamburg and gained his doctorate for a thesis on the principle of polarity in Goethe's creative work.

In 1943 he went to Professor Martin Hetdegger. It was only after this that Giese started studying medicine, writing a thesis on homosexuality.

From 1950 Giese was head of the only institute of sex research, a body he himself founded. This institute was based in Frankfurt before it moved to Hamburg.

He is the author of several publications including *The Sexuality of Man, Pathology of Sex and Sex and Students*, a report on the sexual behaviour of students.

He was also the editor of a series of paperback books on sex published by Rowohlt of Reinbek, near Hamburg.

In his years of scientific work Professor Hans Giese brought the varying disciplines of philosophy, psychology and medicine closer to one another.

He is owed a great debt for his interdisciplinary research at a time when the sciences can be seen to become more specialised and thus more remote from one another.

His academic achievement was not generally noted. It was his special subject — sex — that aroused the particular attention of the public at a time when taboos were being gradually overcome.

He was recognised as an expert in his special field of sex and psychology. In past years his psychiatric clinic in Hamburg was the base for his struggle for freer development here.

Together with a predominantly sociologically-biased staff he collected information on sex in this country and his work can be compared with that of Kinsey in the United States.

With these sociological investigations he provoked the discussion of burning problems. He helped to solve them with his own method of investigation, which expanded our knowledge of actual events and exposed the widespread prejudices of our society.

Psychology and psychiatry in this country, and Hamburg University particularly, have lost a distinguished scholar, also well known abroad.

(Hannoversche Allgemeine, 29 July 1970)



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(Block letters, please!)



## ■ THE ECONOMY

## Moralists and relativists wage economic policy warfare

Confusion about economic policies is complete. The "gang" is split down the middle as regards both diagnosis and therapy.

The Bundesbank in Frankfurt holds different views on the economic situation from the individual scientific economic research institutes.

And in the Advisory Board for the Appraisal of the Overall Economic Situation, that is to say that panel which embodies some of the most highly respected scientific minds, there is an opinion gap.

Finally different opinions are held of what the economic future will be by the representatives of both sides of industry, the trade unions and the industrial unions (or employers' associations).

They cannot find a common denominator for the present economic situation. Has the wisdom of representatives of industry, commerce and all branches of the economy in the Federal Republic deserted them?

In fact the interested parties are not asking themselves this question.

Heinrich Immler, a member of the Directorate of the Bundesbank and head of the department for the National Economy and Statistics, considers his diagnosis and treatment every bit as unquestionable as, for example, the man who stands diagonally opposite to him, Herbert Hahn.

Hahn is an expert on the economic cycle at the Ifo Economics Research Institute in Munich.

Likewise Claus Köhler, who sits on the "Rat der Weisen" (Panel of Wise Men). Likewise Norbert Kloten, Chairman of the Wise Men. Even Economic Affairs Minister Schäfer, who likes to move among the hallowed cloisters of economic

science, considers he has the diagnosis and the cure.

There is only one point on which the economics experts should be in no doubt and that is that at the moment there are insufficient indicators to give a clear idea of which way the economy is going to go in the immediate future.

Economic prognoses and diagnoses have not yet reached maturity. But I do not wish just to criticise statisticians for providing insufficient statistics to show which way the economy will go.

What we must remember is that the greater the area which is out of focus the greater the influence of judgments of value on practical economic policies.

At the moment there is a great tug-of-war going on with two different theories on economic policy pulling in two opposite directions.

Retired Bundesbank President Karl Blessing is a champion of the cause of the "moralists". The stability of price levels is in itself a be-all-and-end-all. It is a quality that might be compared with honour and trustworthiness, hence the term "moralist".

He and his clan consider full employment suspicious. Over-employment, they consider immoral, even though they do not exactly say so.

It is not merely by chance that in all their calculations the expressions "vacancies" and "level of unemployment" often come to the fore. Their policies follow on from this. As far as they are concerned price stability is a dead duck the moment the cost of living index for the middle-range consumer group rises by more than two per cent.

As a result of their beliefs they call for flexible exchange rates in order to protect the home economy from the ravages of

foreign economies that are running wild. If they cannot have their flexible exchange rates then every now and again they indulge in a little revaluing!

Opposed to the "moralists" are the "relativists". They too do not form a unified group. To some of them price stability is of secondary importance. They go along with the Japanese who say that only real expansion counts.

Every means to increasing material prosperity is warranted. This may be considered the "inflationary" group, the extremists among the "relativists". The less radical wing places the emphasis on full employment and an active social welfare policy rather than price stability.

If full employment and stable prices can go hand in hand so much the better. But we lack any proof of this.

We see no need for panic if full employment and a higher real income have to be paid for with price rises, which, compared to other industrial nations, are not astronomical anyway. And so we consider ourselves among the less radical relativists.

In our scale of values price stability is less important than stability in social welfare policies in our pluralistic mass democracy.

It is obvious therefore that when we are weighing up the economic scene we do not consider for one moment that social welfare policies should be left out. Any conflicts on social welfare policy must be discussed to the full.

One of these conflicts is apparent in this country's economic policy (say with the varying opinions on what is the correct diagnosis and therapy).

Peter Sweets-Sporck  
DER VOLKSWIRTSCHAFT, 24 July 1970)

## Kiel IWW surveys world economic scene

There seems little likelihood that the second half of 1970 will see a levelling off of the world economic boom according to the Institute for International Economics, headed by Professor Herbert Giersch, in Kiel.

The Institute for International Economics (IWW) a branch of Kiel University has carried out research into the increase in demand in Western Europe and published a report in which it states that in the course of this year this increase will slow down as the credit restriction brakes begin to take effect, but the increase in productivity is expected to continue.

Taking Western European countries as a whole a growth in actual national product of around five per cent is expected in 1970 as opposed to six per cent in 1969. In the Federal Republic the further increase in demand will only be slight, the Institute predicts, but it will take some time before delivery dates are back to normal.

The increase in actual national product for the year 1970 should, according to the Kiel Institute be around five and a half or six per cent, as opposed to eight per cent last year.

In Japan the boom is much more marked than in Western Europe, the IWW report states. For the United States IWW forecasts an economic revival, but the actual national product in 1970 will be little more than last year.

Works capacity levels will remain low and the percentage of unemployed which stands at five per cent at the moment will not drop immediately.

(Frankfurter Rundschau, 27 July 1970)

## Europe still awaits first European limited company

hampering such international cooperation.

For instance the French government would be quite happy to see the merger of a French chemical company and a Federal Republic concern if it did not mean the French firm becoming a "subsidiary". They would want the new company to be considered a European concern, not a Federal Republic firm. They would not want their firm to be "degraded".

There would probably not have been such a heated controversy about the industrial cooperation between Citroën and Fiat if it had been a question of forming a European concern and not an Italian giant.

The old European Commission left behind a valuable heritage when, four days before its authority expired, it presented to the Council of Ministers the draft of a statute for the formation of a European Limited Company.

After a long tug-of-war and hard bargaining among experts a programme of 260 clauses was drawn up solving the most knotty problem to the satisfaction of all countries - worker participation in management!

Without such a clause no programme of this nature would be acceptable to Federal Republic trade unions, and they would be sure to object every time a

project for making a concern of a country into a European Company put forward.

On the other hand if this country to demand that its rules on participation were accepted by other European countries this would almost certainly cause grave misgivings among employers in France, the Benelux. As a result they would be hesitant about joining forces with the Federal Republic concern to form a European company.

A compromise has to be found. The Commission suggested that European companies there should be European shop committees which ensure that information circulated in the company was possible and participation was not ruled out.

One third of the men who sit on the advisory board are representatives of workers. The statute suggests that a greater proportion of the seats at the board meetings should be given to representatives of employees. On the other hand employees cannot reasonably expect to have a two-thirds majority on the board!

Only one thing is to be regretted: Optimists reckon it will take at least five years before this draft plan could be put into effect.

When markets are developing at a rapid pace two years are a very long time and the public must therefore keep pressing Brussels for action to keep their own governments from harassing their own governments about it. Otherwise discussions about how to establish the first European Limited Company will drag on and on.

(DIE ZEIT, 31 July 1970)

## Federal Republic top aid donor

## On-site casting of 'baked' concrete struts

For three years running the Federal Republic has been able to increase development aid grants quantitatively to such a degree that, as the Minister for Development Aid, Erhard Eppler, told the country took second place behind the United States of America as a multilateral aid contributor.

In fact on a relative basis, this to the next and will later take the weight account gross national product of the country is the most generous in the world.

Between 1968 and 1969 public aid rose from 665 million to 865 million Marks, of which 70 per cent was private capital transfers to the countries.

More than twenty per cent of the spending on development aid was for multilateral projects.

The Federal Republic Development Service (Voluntary Service Overseas) extended its activities in 1969. The number of applicants increased after the aid legislation was passed, but the number of the exchange of contracts obtained and the possibilities for aid increased.

At the moment around 1,700 from this country are assisting in developed nations, of which about 1,000 are participating in Voluntary Overseas schemes.

Erhard Eppler stated that the responsibilities necessitated a revision of his Ministry.

He named three aims: establishing long-term development aid when this country is budgeting contributions to multilateral aid particularly those organised by the United Nations and systematisation of aid which does not have to be repaid by the recipient country.

(DIE ZEIT, 24 July 1970)

## On-site casting of 'baked' concrete struts

Twenty-five metre high pillars support the 567-metre long bridge across the valley at Bleche carrying the new Sauer- und autobahn that will run from Dortmund to Giessen.

Massive supports stretch from one pillar to the next and will later take the weight of the carriageway. A Federal Republic firm is producing these supports at the site of the bridge itself in accordance with a new method of manufacture involving prefabrication.

This rational construction method has meant a cut in costs of a million Marks compared with conventional methods and has shortened the building time by a quarter.

The use of prefabricated sections has become an everyday part of building programmes and industrial construction. But the larger the building or other construction that is being built, the more difficult it is to transport the prefabricated parts.

Transport requires not only exceptional vehicles but also excellent, reliable roads between the factory and the site. Mobile heavy-duty cranes have to be employed on site to lift the heavy prefabricated sections. These cranes require specially built tracks.

In order to reduce the transport problem, at least, the procedure is to set up the factory for producing the prefabricated parts as near to the building site as possible.

The prefabricated sections are now being produced more and more in mobile factories erected temporarily on the building site.

With this new method whereby concrete supports are manufactured by the site of the bridge or even on the sections of the bridge already completed the crane becomes superfluous.

A mobile hoist is erected on the bridge and moved from one section to the next as required. At Bleche this hoist lifts into position concrete sections weighing more than 120 tons and more than 47 metres in length.

Quite obviously the construction company cannot keep a large supply of concrete supports in the limited amount of space afforded by the partially completed bridge carriageway.

So, as the work has to be carried out speedily to keep to schedule, a new

method of producing the concrete supports, entirely independent of weather conditions has been devised.

Normally concrete requires at least four weeks to dry out and become hard and firm enough to carry heavy traffic. But this time can be cut considerably if the mixture of sand, gravel, cement and water is heated to speed the drying out and hardening process.

Experts have devised a steel mould with built-in heating elements in which the concrete is baked into the form of the supports. Immediately the liquid concrete has been poured in the electric heating is switched on.

In order to produce a double-T support 47 metres long, such as are being used on the viaduct at Bleche in Westphalia, in eight hours a temperature of 75 degrees centigrade is needed. This requires an electric current of 460 kilowatts (equal to 460 tons switched on at the same time).

Built-in thermostats check that the temperature is even and should parts of the 47 metre length be cooler than others the thermostat corrects this. Different temperatures might lead to different consistencies and hence weaknesses in sections of the supports.

After eight hours the heating is switched off and the steel mould removed. Twenty-four hours later the concrete support is as firm as normal concrete after four weeks drying. The concrete is reinforced with unalid steel wires as normal. Thirty-six hours after preparation has commenced the concrete support is ready to be manoeuvred into position.

The mobile hoist runs above the concrete support, grabs it at both ends and lifts it several metres high. It then runs with the support into position at a reasonable speed and lowers it into the gap between two upright supporting pillars.

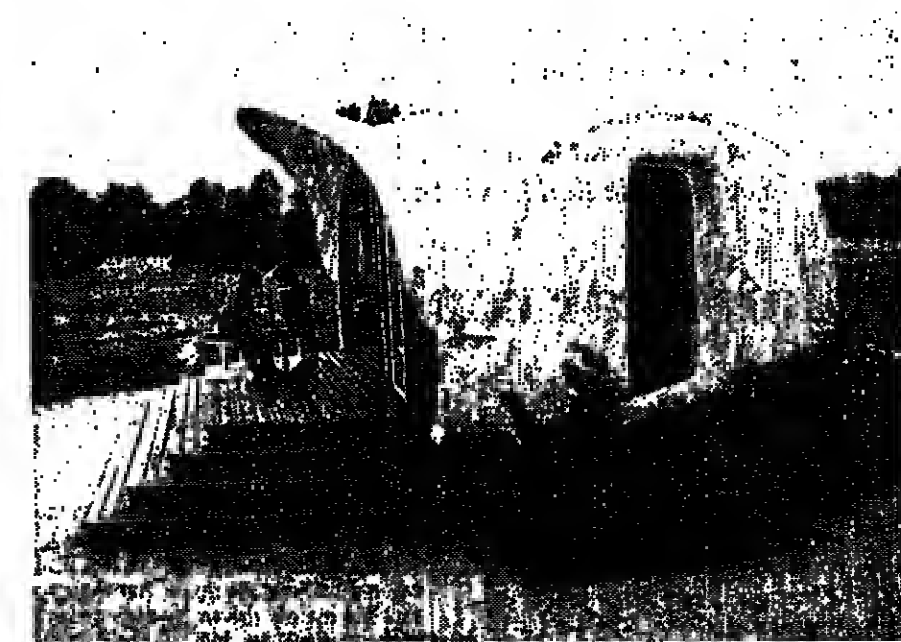
Ninety-six such concrete supports are being used at Bleche to fill the twelve spaces between upright supports each with eight concrete carriageway supports, four for each carriageway.

The cost of producing each support is 25,000 Marks, of which only 280 Marks is taken up by the electric heating.

This new process which is being used only for the second time in the construction of the Bleche viaduct seems to point the way ahead for civil engineering.

If a similar procedure can be introduced for manufacturing the carriageways in the vicinity of the bridge then this rational method of bridge building could certainly make a major contribution to the planned extension of Federal Republic autobahns from 4,000 to 10,000 kilometres within the next fifteen years.

Michael Globig  
(DIE WELT, 27 July 1970)



All-plastic prefab

At the exhibition of prefabricated housing in Wulfen, open until 20 September, visitors can admire this all-plastic prefab with airtight square metres (24 square yards) of floor space within an equilateral triangle base. It contains a living area, a sleeping area, a cooking area, sanitation and showers. Uni-Doma would be an ideal weekend cottage and the basic units can be interchanged as required.

(Foto: Keystone)

## Prices rise and investments level off in building trade

While prices in the building trade continue to soar 850 firms which have taken part in a survey conducted by Ifo of Munich and account for about thirty per cent of the market (based on turnover) have stated that they are hesitating about whether to increase investment.

On account of high building costs and high interest rates as well as cuts in public spending it is expected that the number of contracts signed for building projects throughout the rest of 1970 will fall.

Office-building programmes will at first be expanded even further since industry is planning considerable investments in building in order to expand production capacity.

But Ifo has established that office and factory building programmes to be carried out in the near future are for a large part contracts that were signed some time ago. The number of new building projects

on the drawing board has been fairly stagnant since late 1969.

Investments in building and civil engineering last year rose considerably, in fact by 23 per cent reaching a total of around 2,000 million Marks.

It is expected that the total increase for 1970 will only be around the ten-per-cent mark.

About a quarter of the firms in the survey plan to invest over thirty per cent more than last year, about a half say they will invest roughly the same amount in 1970 as in 1969 and 23 per cent say they plan to invest less.

Civil engineering firms are more optimistic in general about their future investments, largely because they are receiving regular contracts for road building, underground railways and the like.

Thirty-six per cent of those firms in the survey conducted by the Ifo Institute for statistical research plan to make investments aimed at rationalisation their top priority in 1970.

Two-fifths will make investments in new equipment to replace old their top investment priority.

Since investment in tools and equipment is very closely connected with the number of new contracts reaching the building trade the increase in investments made in tools and the like will be less than last year when it was on average eight per cent.

The central association of the building industry in Frankfurt and the Ifo economic researchers in Munich have both come to the conclusion that the massive price increases in the building trade, which contributed to increases in turnover, did not result from a bustling, booming economy in the building trade so much as from economic tension brought about by the state of the labour market.

(Frankfurter Rundschau, 21 July 1970)

## Competition from East Bloc worries building trade

The Federal Republic building trade and the national economy as a whole.

The association has pointed out that Federal Republic building contractors may lose heart and give up the fight if the market structure of the building trade in this country is upset by keen competition from abroad and especially from the East Bloc.

The central association began probing this problem after an announcement was made by the Ministry of Housing that there might be a general trend towards the example set by the town of Göttingen, which has tried to attract foreign building firms in order to pressure Federal Republic building contractors into making their prices more moderate.

In Göttingen, a Rumanian building company has received a contract to build 35 private houses and 43 flats.

This building programme will be carried out in the name of a registered company of which the town itself owns 58 per cent of share capital.

The company withdrew its original offer of a contract when the price per cubic metre had risen from 61 Marks to 110 Marks within eighteen months according to the company's business manager.

When the company again asked for tenders the Rumanian building contractors stepped in with a tender that was about twenty per cent less than those offered by Federal Republic firms.

The Rumanians were due to begin their work in Göttingen in July with about 150 employees on the project - all from Rumania.

(Frankfurter Allgemeine Zeitung für Deutschland, 27 July 1970)



Five hundred years ago a suitor strummed his lute to impress his girlfriend. Nowadays he slams shut the door of his E-type Jaguar. Nothing, repeat nothing, interests the German man more than the motor car. Amongst themselves Frenchmen talk about love - their German counterparts talk about cars. Car-ownership is a topic that has interested market researchers for some time.

## Motor car replaces sword and steed as attribute of manliness



Frankfurt mail-order magnate and Olympic show-jumping gold-medallist Josef Neckermann has a number-plate boasting his initials. His eldest son's car is monogrammed, as it were, too.

Lieselotte Dlem, director of Cologne Sports Academy and as such a university woman is another exponent of the habit of proclaiming to the world at large that her car is her castle.

Psychologists know that this desire to proclaim one's identity is basically nothing more nor less than the compulsive instinct that prompts Man's four-legged friends to leave their mark on trees, lamp-posts and the like.

There is an exact scientific term for this phenomenon but in plain language it amounts to someone marking out his or her sphere of influence.

No one need be surprised that twentieth-century Man uses the motor car to stake his claim in this way. People who view cars as mere means of transport either have no understanding whatsoever of the ways of Man and the world or are lamentable psychological outsiders - hard-working apparatchiks maybe but soulless, at least lacking in feeling for the motor car.

When Frankfurt market research consultant Bernd H. Feddersen investigated Man's behaviour as a buyer and consumer he summarised the results of his interviews systematically, defining the basic functions of the motor car as:

- the housing function: Many people's subconscience desire for a second house or flat is satisfied by car ownership.
- the status function: The motor car characterises its owner's rank and position in society.
- the power function: The motor car satisfies the driver's longing for an additional power potential.

Feddersen went on to mention another function of the motor car - "It can convey a person from one place to another." "Oddly enough," he added, "this last function has apparently become such a matter of course that it hardly arose in the course of research work."

Research by marketing specialists and psychologists would seem to confirm that the fact that a car is a means of transport is a matter of course. And who talks about something that is self-evident?

The results of Feddersen's work add fuel to the fire of motor manufacturers' continual suspicion that a new rear-axle suspension may well be less important than car body styling as a sales factor.

"Apart from the purchase of official vehicles," says Hans Hebert, a Frankfurt psychologist, "there are always psychological motives behind the choice of car bought."

"Psychology invariably plays a part and the entire car is a succession of psychological factors. Every car has an image, proclaiming something special and says something about its owner."

A Porsche, for instance, symbolises youth, power, temperament and verve. It

only symbolises it, though, as a glance at the innates of many Porsches proves.

Porsche have every right to feel insulted when assertions are made that their sports cars are mainly driven by ageing playboys with a view to hiding their incipient impotence under a streamlined car body housing horse power galore.

No doubt a fair number of Porsche drivers are intent on covering the distance between, say, Hamburg and Stuttgart a few minutes faster than on their last attempt.

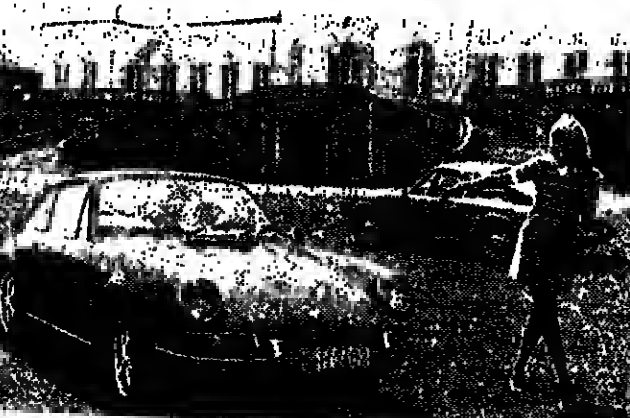
On the other hand no small number of Porsche drivers do drive Porsche in order to convey the impression that they could if they but wanted.

Psychologists have even more definite examples of the erotic link between Man and his car. "The E-type Jaguar is a decided phallus symbol," Herr Hebert of Contest claims. He notes in passing that he considers every E-type driver to be a potential pop-pill consumer.

The results of scientific research are sobering. Five hundred years ago a suitor strummed his lute to impress his girlfriend. Nowadays he slams the door of his E-type Jaguar shut.

The minnaalinger and troubadour sang a song of his own composition to gain the graces of his lady. His latterday equivalent sounds the three-tone horn of his sports car.

In days of old he canoodled with his lady on a grassy bank in a claustral grove. Nowadays he makes it on the reclining seats of a petting-room on wheels.



'A Porsche symbolises youth, power, temperament and verve' (Photos: Ostfriesen-Benz, Porsche)

Sex and Eros are not alone in benefiting from unsuspected psychological and practical advantages and refinements provided by the motor car. Not only troubadours consider it to be the essential prerequisite for a half-way successful playboy's career.

The car as a prestige corset, a valve for letting off emotional steam and a dump for emotional garbage involves every conceivable sector of the unplumbed human unconscious.

Sober, objective individuals are pleased to deny anything of the sort and there is indeed a certain trend towards a more common-sense attitude towards the motor car. But as yet it is only a trend.

Motor manufacturers are biding a great deal of time and money on trying to pinpoint this very trend. Take Daimler-Benz, for instance, who have successfully

weathered all the economic storms of recent years.

A glance at the firm's statistics is enough to bear out what any road-riser can confirm from his own observation. The man behind the Mercedes star is more often a man in the so-called prime of life than a 25-year-old, more often a plain Jane than a managing director's daughter, more often a master butcher than a university professor.

Mercedes themselves are well aware of the fact and would like to know from market researchers whether this will always be the case. Will it always be the case that a German man more or less automatically buys a Mercedes once he has made it professionally but is forty, fat and full of fleas, in the words of the song?

Market research men, particularly the psychological brand, work far more subtly than their opposite numbers with the opinion polls. Their interviews are qualitative rather than quantitative.

In order to determine whether, say, Mercedes drivers are more conservative in outlook than BMW drivers groups of drivers of both makes are asked questions that they would never in their wildest dreams associate with their trusty iron steeds.

One of the questions asked deals with the attitude of the interviewees towards foreign workers, a question on which people in this country can neatly be divided into conservative and progressive, as can be imagined. Another dealt with emancipation of woman, another way of baring a corner of the interviewee's soul.

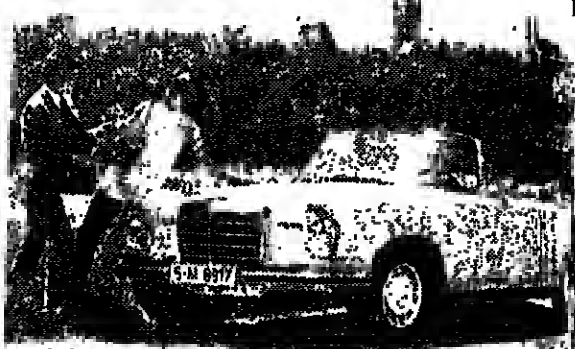
The question as to whether a firm should be run in an authoritarian lines or in a democratic manner - with or without a works council - also slipped light on the extent to which the guinea pig has a patriarchal outlook.

When the results of the survey were available both market researchers and the firm that commissioned the interviews were taken aback.

The image of a typical Mercedes driver (hat, cigar and bad manners) was inaccurate and the differences in outlook between Mercedes and BMW drivers was negligible.

Mercedes diesel buyers were alone in proving decidedly conservative in their views and habits, including, of course, their choice of car. Admittedly, Mercedes has a thirty- to forty-per-cent share of the home market for diesel-engined private cars.

In view of the statistical average age of buyers of brand-new Mercedes (46 to 47) in comparison with that of BMW and Porsche buyers (44 to 45 and 41 respectively) even a pedastrian has no difficulty in seeing why Daimler-Benz would dearly love to sell their Mercedes to a few years' younger and eliminate the BMW stage.



Statistics give this lie: The average Mercedes buyer is not a young man.

Even a manufacturer such as Mercedes, with its very embodiment of German manliness and imperviousness to crises, occasionally doubts the golden rule that a German who is the top in his profession is bound to buy a Mercedes.

Years in advance Mercedes plan and design are now keenly watched on the main wish of potential buyers of these family saloons account for a higher proportion in relation to de luxe and small cars than is the case for the total number of motor vehicles registered.

In the trade two reasons are given in explanation of this phenomenon. On the one hand the overwhelming majority of

When Mercedes introduced its generation the admen tried to catch 250 S and SE among its market despite all their refinements they shown a lesson by the general public stubbornly refused to consider it new in design but a few years older the remainder of the new look, a corner and unerringly distinguished between the traditionally older and the

Everyone wanted to be young with all that that entails - youthfulness, energy, verve, dynamism. BMW had their 1800s and 2000s plough through mud and dirt on the pages of magazines. The sloganized picture was a single word: On your own. Where is the man who would not automatically feel himself in the shoes of Robinson Crusoe, Old Shatterhand, Richard Burton, Rudolf Caracciolo, James Bond in a situation such as

Volkswagen ran a whole-page ad showing a 45-degree bend in the weather. "A Porsche can take the 101 kilometres an hour," the ad claimed. "What speed, do you think, can the new Beetle manage?" The answer: 91. What Volkswagen driver did not crow with delight at this flaming comparison?

The centrepiece and crowning point of the Alfa Romeo ad is a GT in residence in the centre of the page. In front of it is a collection of the silver that is to be won at race meetings.

Never a word need be read. Anyone at a glance what the possibilities of GT Junior is supposed to bring - victory, triumph, first past the post.

"Only flying is better," the Opel proclaims. Gone is the cliché of the Opel driver - barrel-chested, double-browed, hat, poor reactions, drivers have grown younger.

The twentieth century has provided an answer to Mankind's dream in an effective manner than either the Russian Bulgarian garlic pearls or Yugoslav tonic. This motor car has become a fountain of youth. The motor pulls it off with waking dreams in metal.

The motor car is chock full of psychology. Psychologists reckon to be able to draw a complete personality sketch of the way in which an individual buys a car or the other and drives it.

Car buyers and drivers' behaviour plain to see in any case. Most Mercedes drivers buy a Mercedes because of its

Continued on page 13

## MOTORING

### Ford and Opel account for fifty per cent of the hire car fleet

practically no parallels exist between the overall number of cars on the road and the composition of this country's hire fleet. A manufacturer's share of the market gives no clue to his slice of the car hire cake.

Completely reliable figures for the market as a whole are, of course, not available whereas the figures of medium- and large-scale car hire operators are, not to mention those of a large number of small fry.

Yet since the total number of vehicles in hire is not a known quantity the exact share of the market for each manufacturer cannot exactly be assessed either.

Roughly, though, about 120,000 vehicles are available for hire in this country. Of these family saloons account for a higher proportion in relation to de luxe and small cars than is the case for the total number of motor vehicles registered.

In the trade two reasons are given in explanation of this phenomenon. On the one hand the overwhelming majority of

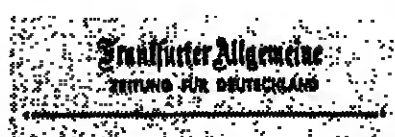
Continued from page 12

name. Yet it is far from paradoxical that people should buy a Mercedes despite its name.

It is just as easy to picture a businessman being unable to buy a Volkswagen estate because of the fall in prestige it would mean whereas a millionaire might well find it extremely snobby to drive down to Gstaad for skiing sporting a dinky little Volkswagen.

Human qualities are attributed to cars by their owners. How often does one hear sentences such as "The old boy has never let me down?" The car body is their second skin and its wheels legs faster than their own.

Cars provide them with an enormous additional source of energy, power that



car hirers are better off, on the other owners of small cars generally take the opportunity of hiring slightly better ones when their own are out of action.

Surprisingly enough a number of the major manufacturers have little idea of the number of their own models operating in the car hire trade. From this it can only be concluded that in many cases insufficient importance is attached to the sale of new cars to hire car operators.

Yet the two main branches of car hire activity - commercial travellers and people whose own cars have been involved in accidents - show a steady upward trend.

One of the manufacturers that has a fairly good idea of the number of its vehicles in use for car hire purposes is

makes them cut better than the rest. With a girlfriend on board the car represents an intimate interior. On one's own for hours of autobahn motoring it is twentieth-century Man's monk's retreat.

Nothing, repeat nothing, interests the German man as much as his motor car. Amongst themselves Frenchmen talk about love - their German counterparts talk about cars. Feddersen's talked with motorists about cars until they were absolutely sick and tired of the subject. The motorists never tired for a moment.

The motor car has taken the place once occupied by princely clothing, sword and steed as status symbols and characteristics of manliness. Before setting out on holiday many a motorist gives his car a special treat - he fills it up with super.

Horst Vetter (Frankfurter Rundschau, 25 July 1970)

## Self-service at the filling station

The investment cost of this first prototype will not be regained, though. To pay its way the garage would have to sell not far short of 100,000 litres (22,000 Imp. or 25,000 US gallons) a month, every customer using one of the car wash bays would have to change oil and bays would have to be in use virtually round the clock at fifty pfennigs per fifteen minutes.

The experience is worth half a million Marks as far as BP is concerned. This test garage could well herald a new era in filling stations, the age of staffless self-service facilities in all sectors - sales service, filling, washing, oil change and so on.

The slot machines not only take coins. A special device checks notes for forgeries and returns anything that is not the real McCoy.

The test garage was tailor-made for a dormitory suburb of Hamburg. Petrol is available at a special rate: 51.9 pfennigs per litre (5/4 or 47 1/2 p per gallon) as opposed to 54.9 to 55.9 pfennigs in Hamburg. Air and water are provided free of charge.

Six service bays are available at a rate of fifty pfennigs per fifteen minutes

Ford. Ford's of Cologne estimate that 30,000 of their cars, or 25 per cent of the market, are in use as hire cars.

Roughly half of them form part of the fleets of medium- and large-scale operators.

Opel reckon to have a slightly smaller but roughly similar share of the car hire market - between 22 and 24 per cent without further details.

Volkswagen are more difficult to place. Volkswagen themselves know of 9,000 VWs in use as hire cars but there are more on which this firm have no exact data. Yet in another connection Volkswagen talk in terms of a forty-per-cent share of the car hire market.

Pundits reckon that this figure is considerably exaggerated and the known figure of 9,000 would seem to bear this assumption out.

In all fairness the Volkswagen share of the market must also include NSU and Auto Union models, both firms now being VW subsidiaries. At present some 1,500 Audis and 370 NSUs run as hire cars.

Daimler-Benz name no exact figures but merely claim a thirteen-per-cent share of the hire car market, a proportion that is felt in the trade to be considerably exaggerated. BMW have an estimated 2,000 vehicles in the trade.

Domestic manufacturers have long dominated the car hire market. A slight reverse trend has now begun to set in, with Avis setting a good example in introducing newcomers.

Already between 300 and 350 Siemens and about 700 Renaults form part of the total car hire fleet, Fiat meanwhile appearing to be less interested in the business. Fiat frankly admit to having no idea of the number of their cars used for car hire purposes.

(Frankfurter Allgemeine Zeitung für Deutschland, 29 July 1970)

## ON THE ROAD

### Volkswagen lead

In the first six months of this year Volkswagen remained the most-sold marque on the home market. According to statistics published by the Flensburg motor vehicle registration office the 1,139,344 newly-registered saloon and estate cars fresh from the assembly lines included 291,267 Volkswagens.

The figures for other major manufacturers were: Opel 227,263, Ford 170,243, Audi-NSU 80,632, Renault 80,010, Daimler-Benz 71,084, Fiat of Italy 63,898, Simca 44,406, BMW/Gliss 42,917, Peugeot 19,431, Citroën 14,951, daf 6,202, Alfa Romeo 4,408, Deutsche Fiat 4,070, Volvo 4,050 and Porsche 2,133. (Süddeutsche Zeitung, 30 July 1970)

### Two million members

The third largest motoring organisation in the world, ADAC of Munich recently received the application to join of its two millionth member, a nineteen-year-old woman driver from Leinsweiler in the Rhineland-Palatinate.

Three thousand new members join every day. Founded as the German Motorcyclists' Association in 1903 in Stuttgart, ADAC's original constitution provided for the organisation to be located in the president's home town.

In 1905 the presidency changed hands and the headquarters moved to Munich and in 1911, by which time car-owners formed the majority of members, the name was changed to the present Allgemeiner Deutscher Automobil-Club.

(Frankfurter Rundschau, 25 July 1970)

### Speed limits

In view of the present accident rate, Minister of Transport Georg Leber has announced, an increase in the maximum permitted speed in built-up areas from fifty to sixty kilometres an hour (29 to 32 1/2 miles an hour) "cannot be considered."

These were his exact words in reply to a recommendation of a generally higher speed limit in built-up areas made by the Federal Republic Judges Association.

Herr Leber pointed out that the present limit of fifty is common to most European countries and has been incorporated in the new draft highway code approved by the Cabinet.

(Frankfurter Rundschau, 25 July 1970)

### Motorcycle comeback

From January to May 1970 the number of newly-registered motorcycles increased by 60.3 per cent over the corresponding period last year. The figures for May alone represent an increase of 80.8 per cent over 1969.

Heavy machines of 500 cc and over are also on the increase. They now account for one new registration in three, as opposed to one in four a year ago.

(Frankfurter Rundschau, 25 July 1970)

### Poor vision

Six per cent, or 107,647 of the 1,794,124 people who applied for a driving test last year failed the sight test and had to call on an optician before being given their driving licences.

The hundred thousand who were faced with this additional hurdle included 1,076 whose eyesight was so poor that not even spectacles provided them with adequate vision, according to the Green Cross. (Frankfurter Neue Presse, 31 July 1970)



**Blühender Markt**  
Mittwoch, 2. August  
12. Pulk, Wittenberg, Kultur und Sport

not be a member of an organised denom-

*Peter Schroeder*  
(Münchner Merkur, 30 July 1970)

**Peter Schroeder**  
Merkur, 30 July 1970

This forms a pretty well seamless join

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Nona of these questions can be answered as yet. They have been utterly neglected in all predictions for the much-mentioned year 2000. Yet unlike many a bold vision this population development is a reality that will have to be taken into account.

(Frankfurter Neue Presse, 25 July 1970)

seeking attention. Most had real problems. (DUFF WELT, 16 July 1968)

*Tearful meter maid*

**A** 28-year-old Ludwigshafen bus driver was fined 120 Marks for having reduced a meter maid to tears. She wanted to book him for having stood along the pavement for seventy yards at the centre of Mannheim. He yelled at her for so long that she burst into tears. Mannheim court fined him for having insulted her by using the words "impudence" and "impertinence."

(Frankfurter Rundschau, 21 July 1948)

**D**elving on the power of comparison

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An 18,000 crowd saw this match between two women's football teams from Augsburg and Landau at Kaiserslautern early this year. It preceded a Federal league fixture. (Photo: Horst Müller)

The crux of the matter is, however, whether there will ever be enough women and girls willing to play more than the occasional match, always at the ready to don their boots and above all skilled enough in technique to provide highlights and fine football.

**Gerd Hippmann**  
(Frankfurter Allgemeine Zeitung  
für Deutschland, 22 July 1971)

**Gerd Hippmann**  
er Allgemeine Zeitung  
chland, 22 July 197

Year	Male	Female	Total
1970	10.0	10.0	20.0
1971	10.0	10.0	20.0
1972	10.0	10.0	20.0
1973	10.0	10.0	20.0
1974	10.0	10.0	20.0
1975	10.0	10.0	20.0
1976	10.0	10.0	20.0
1977	10.0	10.0	20.0
1978	10.0	10.0	20.0
1979	10.0	10.0	20.0
1980	10.0	10.0	20.0
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1992	10.0	10.0	20.0
1993	10.0	10.0	20.0
1994	10.0	10.0	20.0
1995	10.0	10.0	20.0
1996	10.0	10.0	20.0
1997	10.0	10.0	20.0
1998	10.0	10.0	20.0
1999	10.0	10.0	20.0
2000	10.0	10.0	20.0
2001	10.0	10.0	20.0
2002	10.0	10.0	20.0
2003	10.0	10.0	20.0
2004	10.0	10.0	20.0
2005	10.0	10.0	20.0
2006	10.0	10.0	20.0
2007	10.0	10.0	20.0
2008	10.0	10.0	20.0
2009	10.0	10.0	20.0
2010	10.0	10.0	20.0
2011	10.0	10.0	20.0
2012	10.0	10.0	20.0
2013	10.0	10.0	20.0
2014	10.0	10.0	20.0
2015	10.0	10.0	20.0
2016	10.0	10.0	20.0
2017	10.0	10.0	20.0
2018	10.0	10.0	20.0
2019	10.0	10.0	20.0
2020	10.0	10.0	20.0
2021	10.0	10.0	20.0
2022	10.0	10.0	20.0
2023	10.0	10.0	20.0
2024	10.0	10.0	20.0
2025	10.0	10.0	20.0
2026	10.0	10.0	20.0
2027	10.0	10.0	20.0
2028	10.0	10.0	20.0
2029	10.0	10.0	20.0
2030	10.0	10.0	20.0
2031	10.0	10.0	20.0
2032	10.0	10.0	20.0
2033	10.0	10.0	20.0
2034	10.0	10.0	20.0
2035	10.0	10.0	20.0
2036	10.0	10.0	20.0
2037	10.0	10.0	20.0
2038	10.0	10.0	20.0
2039	10.0	10.0	20.0
2040	10.0	10.0	20.0
2041	10.0	10.0	20.0
2042	10.0	10.0	20.0
2043	10.0	10.0	20.0
2044	10.0	10.0	20.0
2045	10.0	10.0	20.0
2046	10.0	10.0	20.0
2047	10.0	10.0	20.0
2048	10.0	10.0	20.0
2049	10.0	10.0	20.0
2050	10.0	10.0	20.0
2051	10.0	10.0	20.0
2052	10.0	10.0	20.0
2053	10.0	10.0	20.0
2054	10.0	10.0	20.0
2055	10.0	10.0	20.0

The best example of press sponsorship of this kind is probably the Tour de France, which was initiated in 1903 by the predecessor of the present sports daily *L'Equipe*. (DIE WELT, 25 July 1981)

[illegible]